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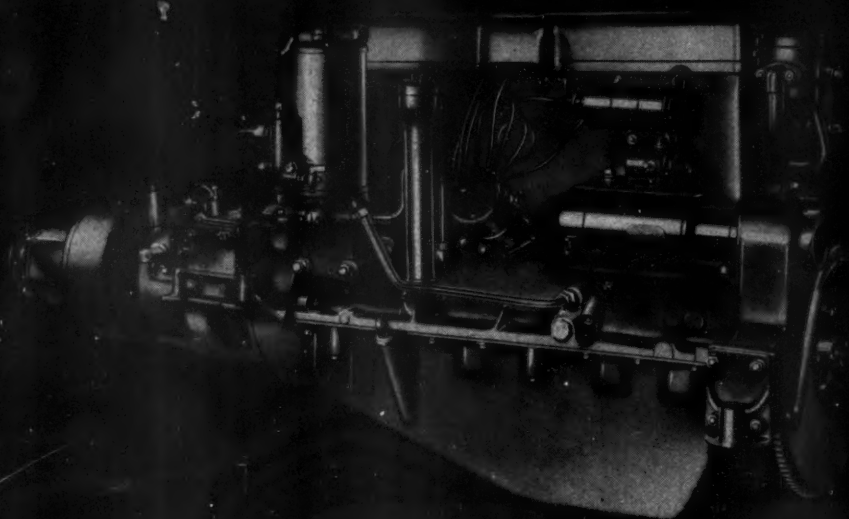
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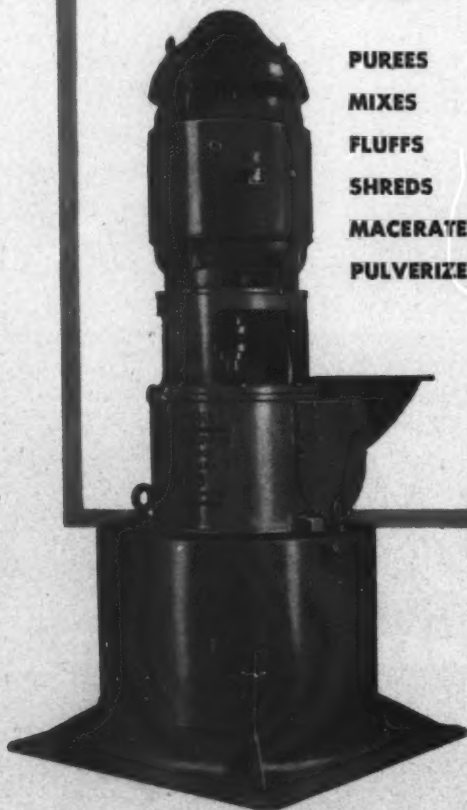
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REGISTERED U. S. PATENT OFFICE

Covering the Production of Fish and Shellfish on the Atlantic Coast, Gulf of Mexico and Great Lakes



P. G. LAMSON, *President*

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JANUARY 1948

NO. 12

Need of More Safety Measures Aboard Fishing Vessels

Recent sinkings of fishing vessels with heavy loss of life have focused attention on the need for added safety precautions at sea. Demands have been voiced that such vessels be made subject to official inspection.

The matter of inspection and consequent requirements for approved boat construction practices has been proposed in the past. However, many of these proposals have been too far-reaching for practical application on fishing boats. In some cases they would involve alterations which would be unfeasible and would prove an economic hardship on the industry. Periodic inspection of the boats would be a step in the right direction provided proper consideration was given to various sizes of boats and to the practicability of the regulations called for. However, any such program should be based on a thorough study of the particular problems involved.

Meanwhile the industry should take upon itself the responsibility for providing every reasonable provision for the safety of life and the protection of floating property. In so doing the owners and operators of boats must have the full cooperation of crew members. Not only should the crews make full use of safety equipment and apply good judgment, but they should see that such equipment is properly cared for and should report any noticeable deficiencies in its workability. Fishing boats should be fully supplied with adequate lifesaving equipment which carries the approval of the Coast Guard. Lifeboats and dories should be covered with canvas in freezing weather and should be fitted with compass, flares and rations. They should be checked periodically for seaworthiness and provided with suitable handling gear.

Distress signals should be carried on every boat and these can be secured in rescue kits which provide flares for any type of contingency.

Radiotelephone equipment should be provided particularly on boats which operate offshore. Fire fighting equipment should be strategically placed throughout the ship, to an extent beyond that required by law. First aid supplies should be readily available.

Rigging and superstructure should be kept clear of excessive ice, even on the homeward run when the nearness of port may make such efforts seem less important.

In order to expedite towing by the Coast Guard in case of breakdown, every fishing boat should carry proper towing equipment, including a bridle and line-throwing projectiles.

All precautions should be taken against possible failure of engine and other equipment. Such failures often lead to serious difficulties which are hard to overcome while at sea. A proper maintenance program including periodic inspections would eliminate much grief.

The human inclination to become careless and often unconsciously negligent must be guarded against. The price of safety is eternal vigilance aided by the proper appliances and rigidly enforced rules of conduct for the employer and the employee.

Many accidents aboard ship could be avoided by the elimination of carelessness and indifference to the fundamental laws of nature.

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The Lake George vessel "Mohican" depends upon two GM Diesel "Twins" to maintain her timetable schedule.



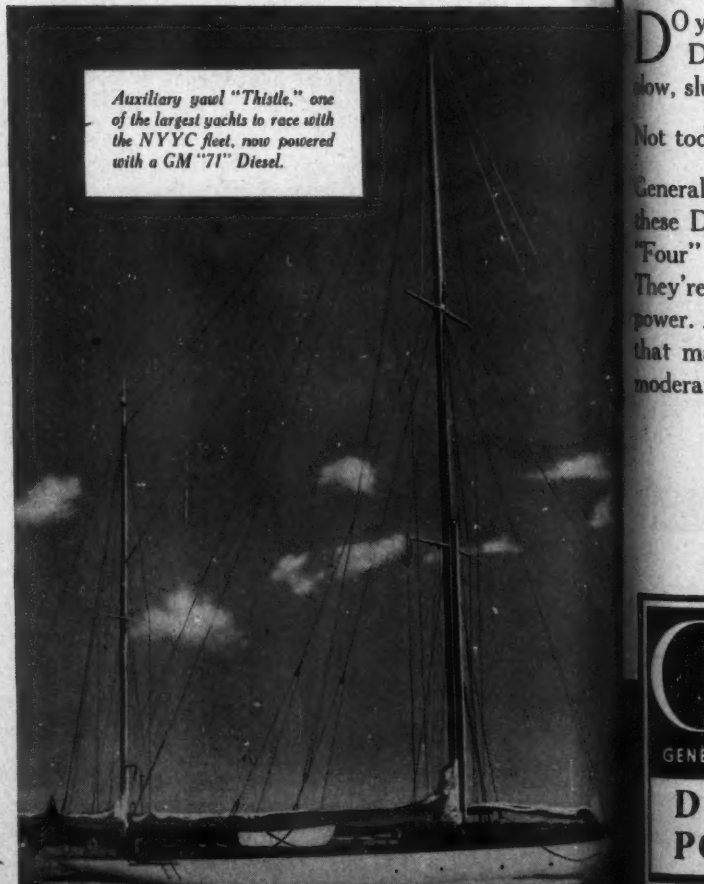
Here's Diesel Power



The fast, powerful tug "Martha" gets her husky strength from a pair of 6-cylinder GM Series 71 Diesels.

See the General Motors Series 71 Diesels with the new GM hydraulically operated marine gear—at the National Motorboat Show, Grand Central Palace, New York. Jan. 9-17, 1948.

Auxiliary yawl "Thistle," one of the largest yachts to race with the NYYC fleet, now powered with a GM "71" Diesel.



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Huckins Fairform Flyer "Fairfa," sets a pretty pace with her matched pair of GM 6-71 Diesels.



Allumette, a 52-footer, built by Consolidated, powered with three 6-cylinder 2-cycle GM Diesels driving triple screws.

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DO you think Diesel power has to be big and bulky? Do you think it must weigh tons—or that it is slow, sluggish and cumbersome?

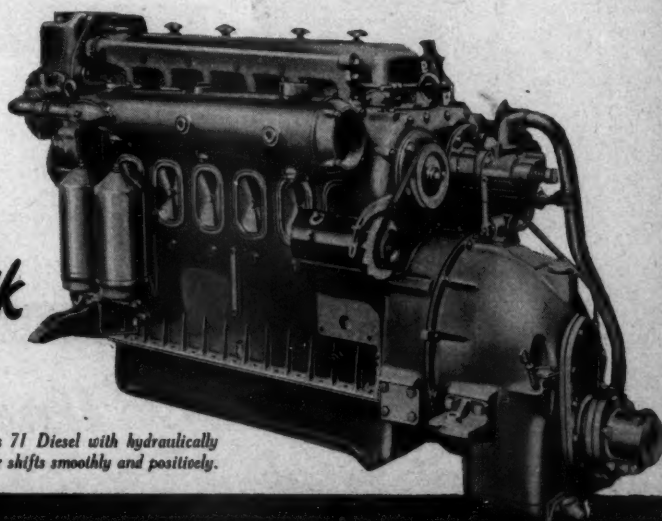
Not today, Skipper.

General Motors "71" Diesels changed all that. With these Diesels every downstroke's a power stroke—a "Four" runs like an "Eight," a "Six" like a "Twelve." They're smooth as a calm sea, yet full of pep and power. As to bulk, they're down to a size and weight that make them nice sailing companions even on moderate-size boats.

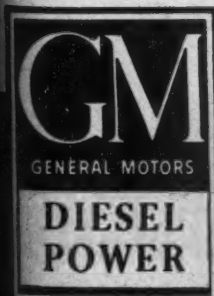
That's the story. You can have the economy of Diesel power, its long life, its dependability, its extra safety, in the clean, responsive kind of engine you like.

Better be sure you know all about GM "71" Diesels. See them at the show, or drop us a line.

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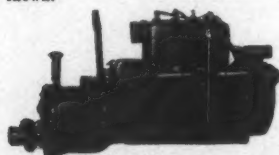
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BN	4	25.3	95	2500	34-13/16"
FA	4	40	99	3500	34-13/16"
LSG	4	50	149.3	3000	39- 5/8"
AMS	6	60	148.5	3500	43- 7/8"
HCS	6	90	260	3000	49-15/16"
LHS	6	110	260	3400	49-15/16"
GCE	8	125	347	3000	62- 5/8"
LCE	8	141	347	3400	62- 5/8"

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The Sounding-Lead

TARIFF REDUCTIONS—Tariff reductions on many fisheries imports became effective January 1, 1948. However, of the several countries concerned in the reductions effective on that date, only Canada can take advantage of the reduction in duty. The United Kingdom, France, and the Belgium-Netherlands-Luxemburg Customs Union (Benelux), are expected to consume all the fish they can catch. Australia never exported fishery products in quantity.

Some Government authorities insist that the reduction in duty, as on fillets, can mean little as a stimulus to imports. The difference in production costs of domestic groundfish fillets, as compared with foreign, ranges from 6 to 8c. A reduction in duty which is only a small fraction of this difference in cost, or even a similar increase in the duty, would have little effect on imports, according to the authorities.

If imports again pose a real threat to the domestic industry, the controversy will have to be fought out on a different line, these officials claim. The most logical line is quotas.

It is probable that the House Ways and Means Committee, which will originate legislation extending the Reciprocal Trade Agreements Act beyond June 30, 1948, when the present law will expire, will give particular attention to the effect of increased imports on the domestic industry. It is not known whether or not imports of groundfish fillets again will become a threat as they were in 1946. Total imports of these fillets in 1947 were 30,590,000 lbs., as compared to 46,540,000 lbs. in 1946. But these figures are misleading. In September, October, November and December, the imports, for some unexplained reason, topped those of the corresponding months of 1946.

Through October of 1947, imports and exports of fishery products were not far apart in value. Final data for 1947 is expected to show a continuance of that trend. In October, 1947, exports were valued at \$5.7 million, as compared to \$5.8 million in imports. In September, 1947 exports were valued at \$4.4, as compared to imports of \$3.6 million.

Although only one factor concerns the domestic groundfish fillet industry, and that is imports, several factors enter into consideration of future exports of all fish as compared with imports. Parts of the industry are expected to benefit considerably from reductions in tariffs granted the United States. Thus, markets for oysters, shrimp, various canned fish, lobsters, fish oils, etc., will be strengthened by virtue of tariff reductions. Of more immediate concern, of course, is the possibility of exporting quantities of various fishery products under the European aid programs.

In their report on needs, several of the 16 Marshall Plan European nations indicated a desire for fish beyond their capacity to produce. To meet this desire, however, as much as possible of the production of the Scandinavian countries will be diverted to them, as a means of conserving shipping space and because it would be difficult to export, on a relief basis, more than a few kinds of United States products. Under the current aid programs to Greece, Italy, Austria and France, the former three countries already are receiving U. S. fishery products. Canned fish, reasonably priced, is the best bet as a relief food, officials claim. Transportation and storage conditions in the European countries virtually rule out quantity exports of other kinds.

SHIP MORTGAGE INSURANCE—One of the most important topics among ship owners is the question of adequate ship mortgage insurance. Several communications on this subject recently have been forwarded to Washington authorities. The only law applicable to the subject is the Ship Mortgage Insurance Act of 1938, administered by the Maritime Commission. Under this law an owner can obtain insurance only on mortgages of fishing vessels before they are constructed, reconditioned, or remodeled or while such work is in progress. He cannot obtain insurance after work is completed.

In the past year many new fishing vessels have been built, and owners of these vessels, after obtaining mortgages from banks, were surprised to learn that they could not obtain insurance from the Maritime Commission on these mortgages. As matters now stand, operators must have new vessels financed by banks on short-term loans, most of the loans for five years or less. While the banks admit that fishing vessels are excellent

collateral, they emphasize that they must keep their funds in liquid form and that under existing banking laws they cannot make long-term loans. Many banks and life insurance companies would like to provide long-term loans under the Ship Mortgage Insurance Act, but they cannot unless the law is amended to permit insurance of existing mortgages, arrived at by refinancing of those mortgages, and insurance after a vessel has been constructed.

There is no logical reason, it is claimed, why long-term loans should not be made possible with Federal insurance. An amendment of the law to provide such insurance would require no additional appropriation, since the Maritime Commission has a revolving fund for ship insurance and charges $\frac{1}{2}$ to 1 percent premium for issuance of a policy.

The Maritime Commission is now considering requests to amend the law. However, reports indicate, the Commission has discovered a legal snag which would prevent insurance on all vessels, new and old, or else is unfavorable to the idea of having anything to do with fishing vessels. If the Commission cannot or will not undertake the program, Congress may be asked to give the Fish & Wildlife Service authority to handle insurance on ship mortgages.

PER CAPITA CONSUMPTION—The amount of fish and shellfish consumed as food in 1947 shows that per capita consumption in the United States now amounts to about 14 lbs., or an increase of more than half a pound over the previous Fish & Wildlife Service estimate of 13.3 lbs. If production can be maintained, an increase in consumption to 15 lbs. per person is expected in 1948.

Analyses of Government statistics on the 1947 total catch of fishery products in the U.S., (4,400,000,000 lbs.) brought some interesting facts to light. Despite our increased fishing fleet and improved fishing gear in 1947, the total production was about the same as the average five-year, prewar figure for the years 1935-1939, inclusive. The highest all-time production, which totalled a little more than 5 billion lbs., was in 1941.

The most interesting information revealed by the statistics was the fact that there was an increase of more than 300 million lbs. of fresh and frozen fish in 1947 over the prewar figure. A considerable part of this increased catch was marketed as fresh and frozen fillets.

WORLD FISHERIES REPORT—Since there is more emphasis now than ever before on the International aspect of the fisheries, the Food and Agriculture Organization has prepared a tentative report on the status of the fisheries of various nations. Briefly, the report shows that Norway's 1947 production totalled 1.1 million tons, with 420,000 tons for export, as compared to a 1935-39 average of 935,000 tons. The emphasis in Norway is on the development of cold storage and refrigeration plants and construction of larger vessels better suited for deep-sea fishing.

Denmark's 1947 production was around 200,000 tons, as compared to 107,000 tons in 1939. About 100,000 tons of the 1947 production was marked for export. Operations in that country were handicapped by shortages of cotton and yarn and certain deck gear.

In France, 1947 production was about three-fourths of the prewar average of 400,000 tons. Reconstruction plans to attain prewar efficiency provide for the building of 174 vessels by 1950.

United Kingdom production for the year was approximately the same as the prewar average of 1,000,000 tons, although steam trawlers now operating total only a little more than two-thirds of the prewar total of 1,470. Improvement in fish handling is sought, with erection of freezing plants the primary object. There is increasing emphasis in the United Kingdom on smoked fish.

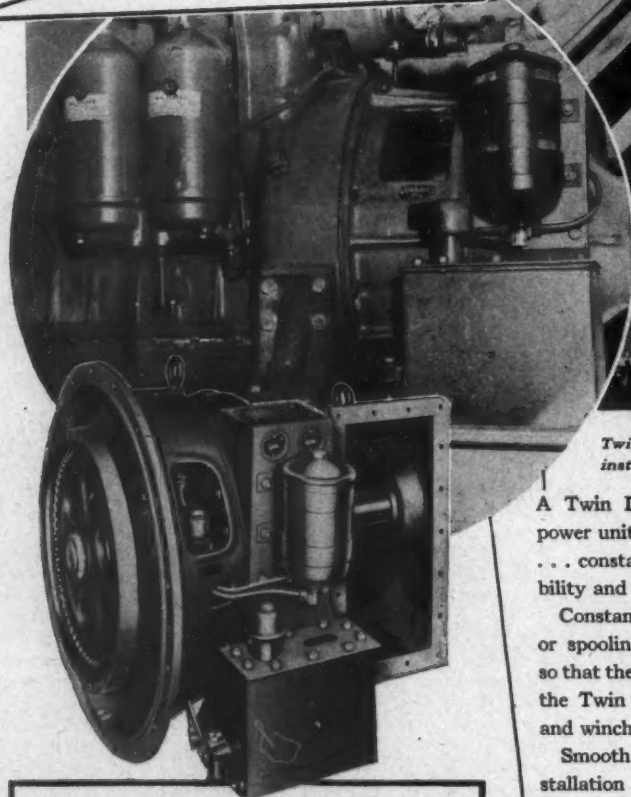
In Belgium, 1947 production was about twice the prewar total of 40,000 tons, with the fleet approximating prewar in number but not in tonnage.

Although 30 to 40% of Italy's fleet was destroyed in the war, the fish output now approximates the prewar average of 130,000 tons. Production has been restricted by unsuitability of motors, lack of gear and supplies, and prohibition of fishing in the Adriatic Sea.

(Continued on page 57)

Flexibility for your winch

The Western Gear Works four-drum trawl winch, located on the deck of the 140' all-steel trawler "Deep Sea."



Twin Disc Hydraulic Torque Converter (Lysholm-Smith type) installed in the main engine room of the "Deep Sea."

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How to Size Up a Second Hand Boat

By Capt. Elwell B. Thomas

AS Spring approaches the thoughts of many are turning either to buying a boat and entering the fishing business, or to buying a larger boat. Therefore, this is a good time to comment on what to look for in a second hand boat and where to look for it.

In print it has been said quite frequently that boat trading makes old-time horse trading look as mild as a sling shot when compared to an atomic bomb. Insofar as out and out chicanery, shady dealing and outright swindling is concerned, I rather think that is right. I am not trying to scare you fellows off when you are most anxious to buy a boat and get started with it. However, I am trying to give you a little warning to go slow, think the situation over carefully and study it from every angle. The hull and machinery are not all that need to be checked, the title also may be in foul condition.

Check Title Thoroughly

Perhaps it will be just as well to consider the title of the boat first. Look the boat's or vessel's papers over pretty thoroughly to see if they correspond with the craft in question and whether the owner is properly on the papers as to name and address. If anything is wrong in either instance, it is well to investigate at once, and do not take the owner's word for it.

Provided the papers seem in order, it would be well to check around discreetly and find out where the boat in question has been operating for the past two or three years. Then check up with the commercial establishments as to whether there are any bills against her. Of course, if an even more careful check is deemed necessary, it may be a good idea to hire a reputable lawyer to go through the thing thoroughly. One should be sure that any bills against the boat are paid before purchasing. If the vessel is documented and there is an outstanding preferred mortgage covering her document, the papers of the vessel will show this, and the document cannot be surrendered without the approval of the United States Maritime Commission and the consent of the mortgagee.

On inspecting the hull, it is wise to try out the boat. Things that would be of interest might develop under weigh. Also it stands to reason that the prospective purchaser of any boat should see her hauled before purchasing, if at all possible. However, quite often there are good and ample reasons why so complete an inspection cannot be made. The poorest condition under which a boat or vessel can be inspected is while laid up afloat. Even so, an experienced eye will uncover many things that are indicative of the general status.

The places where one most always will find trouble, if trouble is to be found, are in the forepeak and lazarette, particularly the latter. As the lazarette is generally a particularly dark hole, it is well to take good flashlights along for inspection. Here will be found much heavy timber, many possibilities of deck leaks, and poor ventilation—an ideal proposition for decay. So the lazarette must be thoroughly inspected. In the fantail boats of the tug and oyster boat type, and in sterns of the type found in the older sailing schooners and Friendship sloops, one is much more apt to find decay than in the more commodious and better ventilated sterns such as are found in the western type of dragger as it usually is designed and built.

After inspecting lazarette and forepeak, it is advisable to check the underside of the deck thoroughly, including mast partners, bitt partners and so on.

If the boat is ceiled up tight without any air shutter between ceiling and clamp, be wary on general principles even though she may be only two or three years old. Without this very necessary ventilation there is great danger of rot already having set in. Why builders ever ceil a boat up tight, I do not know, but in doing so, they shorten the life of the boat and increase the dampness and discomfort of her by a great deal. If there is an air shutter, the frames may be inspected at that point. Also, while up in there, do the clamp and shelf seem ample

and if there is a break in same, is it a scarf or a butt? If a scarf, it is properly spliced. If, upon inspection of a boat or vessel, the clamp, shelf or stringers are found to be butted instead of scarfed, then look out for her, as it is cheap and poor construction.

If the boat is of Vee bottom type, she is worth about 25% less to any prospective purchaser if not fitted with a chine than she would be if fitted with a chine. At least 10% can be deducted from her value if the chine is not of the good rabbetted type with both bottom and side plank let into the rabbett.

If the boat is a round bilged type and hauled out, any prominent bulges, or seams that are more noticeably open at the turn of the bilge than others, will bear investigation. These signs are almost sure to indicate broken frames.

The stem, of course, should be thoroughly inspected inside and out. The most likely place to look for rot in a stem is at the edge of the rabbett.

Any sign of battens on seams inside or out should be viewed with a great deal of suspicion unless the boat is of regular batten seam construction.

If the vessel is fitted with bulwarks, look to trouble in the top timbers where they pass through the covering board. This trouble generally can be ferreted out quite easily with an ice pick or a very sharp pointed jack-knife. Hatch coamings and surrounding timber also should come in for careful inspection as decay frequently is found in such spots.

Raised Deck, Keel and Floors Merit Notice

The break of the raised deck in a raised deck cabin boat is apt to have difficulties, especially where the break is finished up in a somewhat modified S shape or other fancy curve and the butt secured to an oak block. This general section of the vessel's anatomy is often in decay trouble and should be inspected carefully.

If the boat is a raised deck and cockpit small dragger with cockpit floor draining at the forward end, the cabin bulkhead, mast step, and main beam should be checked for decay. Incidentally, one should look out for this type of boat if the main beam shows any sign of having dropped away from its normal crown. Quite often this sign of advancing old age will be found in a cockpit boat. It is a very definite sign of weakness and shows that either the boat is getting very old or that it originally was not constructed heavily enough or properly.

If the boat can be hauled, the keel should be extensively examined for worms. Also, one should squint along the keel to see if there is any sign of sag between the crosslogs of the cradle.

It is the opinion of myself and many others that any boat that does not have a floor on at least every other frame is hardly worth considering as a boat. I am sure of this, for the frames in themselves are not an adequate tie for keel and plank or to hold the bottom sufficiently rigid, even though the frames are mortised into the keel. Therefore, if there is not a floor every other frame or every frame for the entire length of the boat, either give up the idea of purchasing that particular boat, or figure on the expense of fitting such floors as are needed.

In speaking of floors, one must remember that in deadwood type of construction, such as usually is found in the smaller boats, the floors in way of the shaft log should be well hooked over the shaft log and drifted on each side of the bore. Shaft logs that do not have floors fitted in this manner are apt to twist and weave somewhat with the motion of the boat in heavy weather. Also, in case of any trouble with alignment, they will move and cause leaks and general nuisance. Rudders and rudder hangers should not be neglected in the inspection.

A wise procedure in inspection would be to break the joint of the flange coupling to check engine alignment. Badly worn stern bearing and stuffing boxes are a sure sign of trouble.

The general condition of the cabin should be noted although this is not an important consideration except in one detail. That is to look for bulkheads that have drawn away from the side of the hull. This is almost a sure sign that something has caused the hull to go out of shape. Such a situation often is overlooked, particularly in the case of fishermen.

Review of Recent Fisheries Law Suits

By Leo T. Parker, Attorney at Law

AT times persons or firms engaged in the fishing business find themselves faced with litigation or in a position which requires them to sue another party. Therefore, the outcome of a few representative cases appears below that those within the industry who are apt to become similarly involved may have reference to recent higher court decisions. Such references may at some time be instrumental in avoiding legal difficulties.

Breach of Contract

According to a recent higher court if one who rents oyster grounds or beds fails to comply with a clause in the rental contract to break up and move oysters, this failure is a breach of the rental contract which entitles the owner to immediately cancel the contract.

For example, in *Knatvold v. Rydman*, 182 Pac. (2d) 9, reported September, 1947, the testimony showed facts, as follows: The owner of oyster beds made a written contract in March, 1943 with one Rydman by the terms of which the latter agreed to move the oysters from B129, B130 and B131, to B98, and harvest the same within the next two years. Rydman agreed to furnish all equipment and labor and the gross proceeds from the oysters was to be divided fifty-fifty. Also, Rydman agreed to break up and scatter the oysters on B61 and 62, furnishing labor and equipment and to harvest the oysters within the next two years on a fifty-fifty gross basis.

In May, 1945, the owner commenced suit against Rydman, alleging that the latter broke his contract because he did not break and scatter the oysters on B-61 and B-62 immediately following the signing of the contract.

The owner also alleged that Rydman threatened to continue to sell oysters from her property; that he had accounted to her for only \$1,068.25 of the \$11,304.50 he had received from the sale of oysters from her property.

The higher court granted an injunction preventing Rydman from removing oysters from the beds and also awarded the owner one-half of the money Rydman had received for the oysters he had previously harvested and sold. This court said:

"The respondent (owner) had the right to cancel and terminate the contract followed from the finding that the appellant (Rydman) had failed to break up and move the oysters, which was the principal benefit the respondent (owner) was to receive and was a vital part of the contract."

Leased Ground Becomes Private

In the case of *Sequim Bay Canning Company v. Bugge et al.*, 49 Wash. 127, the higher court held that clam shells embedded in land are a part of the land. Thus, the land owner could prevent the State from selling the shells to private corporations. This court also held that, since it is common knowledge that clam digging must be done when the waters have subsided, the State, as owner of the land, was authorized to grant a lease for clam digging purposes, to the exclusion of the public.

Regulation of Municipal Waters

It seems that the higher courts are in accord with the proposition that a State may regulate municipal waters which contain salt water fish but if the State's constitution divests the State of authority with respect to fresh water fish, such a State law can be valid only if the city voters approve it. Also, according to a recent higher court a city can pass a valid ordinance regulating catching of fresh fish, if authorized to do so by valid State laws. But, as above explained a city may ratify and make valid a State law of this kind, although such State law is not valid otherwise with respect to fresh water fish.

For illustration, in *Price v. City of St. Petersburg*, 29 So. (2d) 753, it was shown that a law declared certain named bodies of water in St. Petersburg, Florida to be salt water bodies and declared the fish inhabiting such waters to be salt water fish and not fresh water fish. It prohibited the catching or taking of

such fish from such waters by the use of "any net or seine of any kind or character excepting common hand cast nets". The city ratified the law by a majority of votes.

The validity of this State law and ordinance was contested on the grounds that a State Legislature cannot regulate waters in a city until ratified by a majority of electors of the city. The higher court refused to agree with this contention and said:

"If these were salt waters and salt water fish the Legislature had power to adopt statutes regulating the taking of such fish from such waters, but if they were fresh water fish then the power to regulate or control the taking of the same had been divested from the Legislature by our Constitution."

Hence, although the State of Florida cannot legally pass a law regulating catching of fresh water fish in municipal bays connected with the Gulf of Mexico, yet such a law can be made valid by approval of the city in which the bay is situated.

Bill of Lading Clauses Binding

Considerable discussion has arisen from time to time over the legal question: Is a common carrier of fish bound by clauses in its bill of lading specifying the temperature which it will maintain during transportation of fish?

See *Atlantic Fish Co. v. Dollar S.S. Line*, 269 Pac. 926, which imparts unusually valuable information on this subject.

The facts of this case are that a fish company situated in San Francisco, California, purchased three hundred cases of codfish from a Boston fishery, with the understanding that the fish would be shipped by boat from Boston to California under refrigeration. Reservations were made by the Boston fisheries with a steamship company which read, as follows:

"Please arrange to store under refrigeration at a temperature of 35-40 degrees, sending forward on collect basis. Send bills of lading to us . . ."

On the date set for sailing, the fish were received on board the steamship, and the usual bill of lading was issued and delivered to the Boston fisheries. This bill of lading provided for shipment of the fish under refrigeration.

When the shipment arrived the purchaser discovered that the fish were spoiled. He immediately sued the carrier for full value. The court held the shipper entitled to a full recovery, saying:

"The bill of lading from and after its issuance, remained the true contract between the parties, and defendant (carrier) was required thereunder to transport the fish under refrigeration."

Storage Company Liable

According to a recent higher court a cold storage company or warehouseman is bound to exercise the same degree of care to safeguard stored fish against deterioration or damage as he would exercise under exactly the same circumstances if the fish were his own property. If he fails to exercise this degree of care he is liable in damages for the resultant financial losses sustained by the owner who stored the fish.

For example, in *Ray v. Alexandria Ice & Cold Storage Co.*, 118 So. 323, the testimony showed facts, as follows: A wholesale dealer in ocean fish entered into an agreement with a cold storage company to store 22,100 lbs. of fish. After several weeks the dealer withdrew the fish from storage and shipped them to a purchaser who rejected them on the ground that the condition of the fish was very poor and unfit for food.

The wholesale dealer filed suit against the storage company to recover the value of the fish for the alleged deterioration while they were in storage. The dealer contended that the damage to the fish was caused by the failure of the storage company to furnish and to constantly maintain the temperature necessary to preserve the fish. The dealer proved that the vaults in which the fish were stored were not in condition to preserve fish.

The higher court held the storage company liable in damages to the fish dealer for the loss sustained, saying:

" . . . In these circumstances, the defendant (storage company) is responsible, for it was its business to know that it could not maintain the temperature required because of the disrepair of the storage vaults."

Boat Show from Fishermen's Angle

WITH a record-shattering total of well over 225 exhibitors, Winter's spectacular nautical exposition, the National Motor Boat Show, opened for the 38th time since 1905 in Grand Central Palace, New York, January 9. Running for the usual eight days under the auspices of the National Association of Engine and Boat Manufacturers, the Show occupied four floors of the Palace, more space than since 1931. While keyed largely to the interests of pleasure boat owners, many of the exhibits featured equipment and supplies applicable to commercial fishing use and were visited by fishermen looking for ideas and suggestions that would be of value to them in their work.

Caterpillar Presents New D318 Diesel

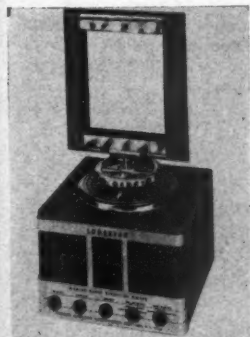
Visitors to the Caterpillar Tractor Co. exhibit saw its new 80 hp. Diesel D318 and its 115 hp. Diesel D13000 marine engines, units typical of the line of six fully marined engines manufactured by Caterpillar. In addition, the Company showed a complete display of parts and provided interesting entertainment in the form of a Sonovision presentation of marine films.

Distributors from the Atlantic, Pacific and Gulf Coasts as well as Canada were on hand along with representatives of the manufacturer.

Hudson American Lodestar Direction Finder

Hudson American Corp. featured a new radio direction finder, the Lodestar, and special models of the Mariner and Master Mariner radiotelephones designed for use on the Mississippi and the Great Lakes. These special units have an extended frequency range of 1,600 to 12,000 kc. and will develop full power output on every frequency.

The Lodestar direction finder operates on three bands, including the marine radio beacon band, the broadcast band and high frequencies up to 5,500 kc. A practical navigational aid, the Lodestar also may be used for entertainment, reception of standard WWV time-ticks and taking bearings on other radio-equipped vessels.



Hudson American Lodestar

The Corporation also displayed its Buccaneer radio receiver and its regular line of radiotelephones, the Privateer, Corsair, Seafarer, Mariner and Master Mariner. These telephone units range in power output from 5 watts to 80 watts and are each designed to do a specific job. The Buccaneer covers standard broadcasts and higher frequencies to 6,000 kc.

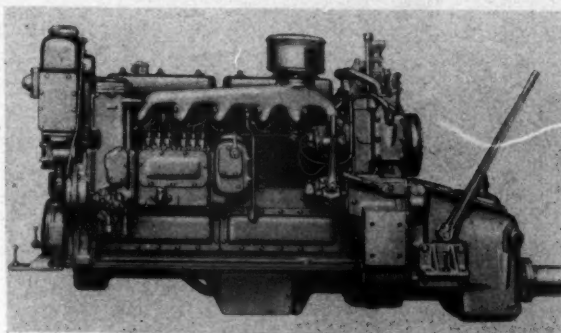
Federal Features Equi-Poise Propeller

The general theme of the Federal Propellers display was centered around the Equi-Poise propeller. Several propellers of this type were shown, along with the standard Tru-Pitch model, and a new line of weedless propellers which were being introduced to the public. Illustrations of various boat models which are using the Equi-Poise wheel also were prominently displayed.

Pettit Shows Movie About Boat Painting

Pettit Paint Co. gave the public pointers on the technique of painting and varnishing a boat through a color motion picture which ran continuously. This interesting, educational film demonstrated in detail the step-by-step process to be followed by the boat owner, from the best way to remove old paint and varnish, caulk seams and prepare the surface for new paint, through to the finishing coats of deck and bottom paint.

In addition to the film, the Company had on exhibit a colorful array of 31 plaques showing the full range of colors and types of paints and varnishes it manufactures. To show how



New D318, 80 hp. Caterpillar Diesel.

the Company's various seam compounds are used, an actual finished section of a boat deck was on display.

The Pettit booth was highlighted by an animated display with a background painting of an attractive marine scene. In person, at the booth, to welcome their many friends, were John L. Pettit, John W. Johnson, Richard M. Larrabee and Fred C. Becker, all officers of the Company. Also in attendance were James G. Johnston, New England and New York representative; and Hubert E. Morse, Jr., Company representative on the eastern seaboard from New Jersey to No. Carolina.

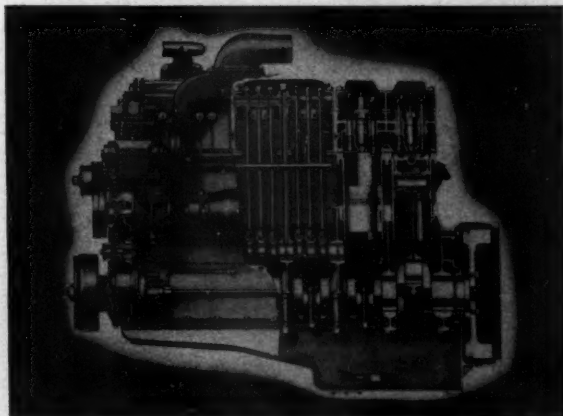
Characteristics of Gulf Products Stressed

Features of the Gulf Oil Corp. exhibit were Gulfpride Marine motor oil and Gulf Marine White gasoline. There were attractive and informative displays concerning the advantages of both of these products, especially one showing the non-gum-forming properties of Gulf Marine White. Gulf Cruiseguide service also was highlighted.

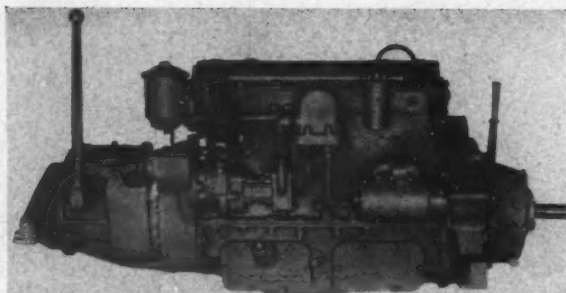
Cummins Displays Actuated Cutaway Engine

Highlighting the Cummins Engine Co. exhibit was an actuated cutaway version of a supercharged Cummins Diesel Series NHS-600 showing mechanical features of this heavy-duty engine in operation. The single-plunger, low pressure, distributor-type fuel pump was shown both in the cutaway engine and in the separate fuel pump display.

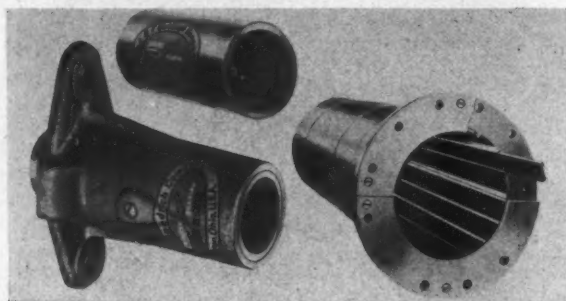
Also included in the exhibit were two marine Diesels selected from the Cummins line. They were the NHM-600, supercharged, with a maximum rating of 200 hp. at 2100 rpm. and the LM-600 with a maximum rating of 250 hp. at 1000 rpm. Both engines are equipped with reverse and reduction gears, heat exchangers, hydraulic governors, oil coolers and power take-offs. In addition, the NHM-600 had a water-cooled exhaust



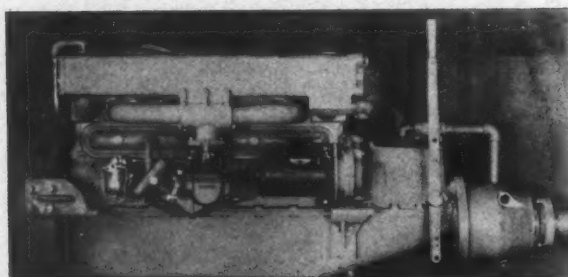
Cutaway view of NHS-600 Cummins Diesel.



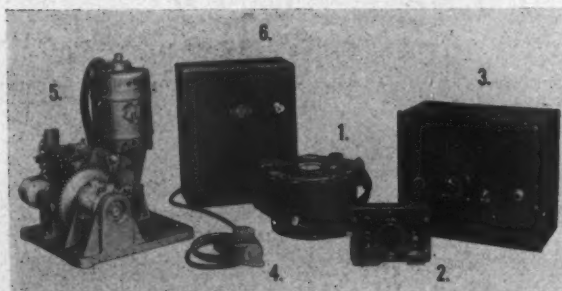
Nordberg 6-cylinder engine exhibited at the Show.



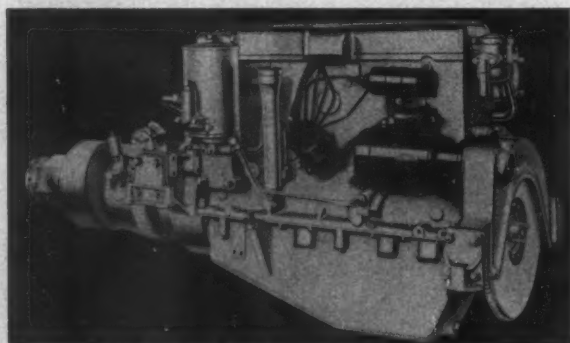
Goodrich Cutless rubber bearings.



Lathrop LH-D6 Super, 132 hp. gasoline engine.



New Sperry automatic magnetic compass pilot equipment.



115 hp. Chrysler Crown 6 cylinder engine.

manifold, a centrifugal-type bilge pump, electric starting system and mounting rails.

Models Typical of Nordberg Line Shown

Representative models of the Nordberg 4 cycle, 6-cylinder gasoline engine line were on display along with a 6-cylinder Diesel. The gasoline engines range from 54 to 135 hp. and are available with a variety of reductions.

Nordberg manufactures Diesels in two models with size ranges of 210 to 600 hp. and 310 to 1272 hp. Both models are built with 5, 6, 7 and 8 cylinders.

Cutless Bearing Installation Highlighted

An exhibit covering the complete wide range of types and sizes, as well as some of the most important functions of Goodrich Cutless rubber bearings, was featured by Lucian Q. Moffitt, Inc., national distributor and sales engineers.

A full size model of a stern was displayed to show how Goodrich bearings can be installed to replace other types of bearings without alteration of the boat. When replacement of a Cutless bearing is necessary, the set screws merely are backed out, the old Cutless bearing slipped out and the new one slid in.

Cutless bearings have been improved by the use in their construction of the Goodrich synthetic rubber compound, Ameripol, which is claimed to have better oil and heat resisting qualities than any other rubber and to have better wearing qualities than any other bearing. Lubricated with water, they are made with smooth and scientifically designed faces to let the shaft spin freely and to eliminate sand without scoring the shaft.

New Lathrop Gasoline Engine on View

The exhibit of Lathrop engines was made up of representative gasoline and Diesel models selected from the Company's line. Outstanding in the display was the new LH-D6 Super, 6-cylinder 132 hp. gasoline engine rated at 3200 rpm. It is available with direct drive or reductions of 1.5:1, 2:1 and 3:1.

Other gasoline engines shown were the LH-4, 38 hp. and the Type 125 Mystic, 115 hp. models. One Diesel, the D-60 was on view as the most popular of those manufactured by Lathrop. It is identical to the D-50 with 665 cu. in. displacement except that it has aluminum pistons instead of cast iron and a mechanical governor on the fuel injection pump rather than a pneumatic one.

Small Sperry Automatic Pilot Demonstrated

Sperry Gyroscope Co. gave the first public demonstration of the Magnetic Compass Pilot, a new automatic pilot for steering small boats—as small as 25' or 30'. It is claimed that this pilot can be used on any vessel which has favorable magnetic conditions at the wheel and has normal, stable steering characteristics.

As may be seen in the illustration, the Magnetic Compass Pilot consists of: (1) Standard 8" steering compass with pick up unit that controls the course of the boat. (2) Switch box for starting and stopping the pilot. (3) Amplifier unit which converts the signal from the compass pick up to power that can control the steering engine. (4) Remote controller by which the boat can be steered from any location on deck. (5) Steering engine which positions the rudder. (6) Relay unit operated by the amplifier to control the steering engine.

The complete equipment weighs less than 110 lbs. and consumes only 50 watts of power plus the current needed to operate the 1/4 hp. steering engine.

Chrysler Ace, Crown, Royal Displayed

The Ace, Crown and Royal marine gasoline engines of the Chrysler Corp. Twentieth Anniversary line with respective horsepower ratings of 92, 115 and 141 were on display. These engines are available with flywheel either forward or aft and may be installed at various angles due to the design of Chrysler's helical reduction gears which may be mounted in four positions. A Vee Drive, another Chrysler development, also permits mounting engines in the extreme rear. These engines are backed by a nationwide parts distribution system through 175 dealers.

Columbian Bronze Exhibits Shaft Fittings

Columbian Bronze Corp. had on display typical small in-board installations of parts which are available from its complete line of propellers, shafting, shaft logs, struts, rudders, skags, etc. for $\frac{3}{8}$ " and $\frac{3}{4}$ " shaft sizes. The manufacturer also invited attention to the new Models 32 and 33 manually operated hydraulic steering gears as well as its latest products for hydraulic control of engines.

Among the most interesting of the new items being manufactured and distributed by Columbian is the Figure 605, Navy type hand bilge pump. This all bronze pump, a patented design, has all of its working parts contained in the handle and piston assembly which can be removed quickly for cleaning without disturbing the pump mounting or the piping.

Latest Jefferson-Travis Telephone Sets

The Jefferson-Travis exhibit featured two new models of advance design, the 35 watt 351 and the Model 52, 5 watt radio-telephones as well as standard 10 watt and 25 watt sets.

Model 351 is a 5 channel set. Crystal control of the transmitter and receiver enables instant selection of any desired channel with a single control. An exclusive improvement of this model is a specially designed internal power supply which reduces the standby drain to a minimum, affording a considerable saving in battery consumption.

Model 52, designed for the owners of smaller boats, is a two channel set with both transmitter and receiver crystal controlled and operates from either its own self-contained, portable, rechargeable, power supply or a boat's 6 volt electrical system. Any available 110 AC socket may be used for recharging the removable, portable combination battery with built-in charger.

Novel Compass Introduced by Kelvin-White

Kelvin-White Co. had on display the first in its new series of spherical compasses to go into production, the 6" size for boats of 35' to 80'. Known as the Constellation, the new compass features a radical departure in design in that the compass card and lubber lines are supported by means of a gimbal ring inside the compass. As a result, the compass card is level and steady under all sea conditions and the lubber lines always vertical to the card, according to the manufacturer.

Elimination of the outer gimbal ring presents a more compact unit and opportunity for more effective shock-mounting. It is claimed that the compass may be flush-mounted horizontally, vertically or at any angle without any decrease in performance or visibility. It also is adaptable to Kelvin-White binnacles.

General Motors Offers 1:1 Gear Drives

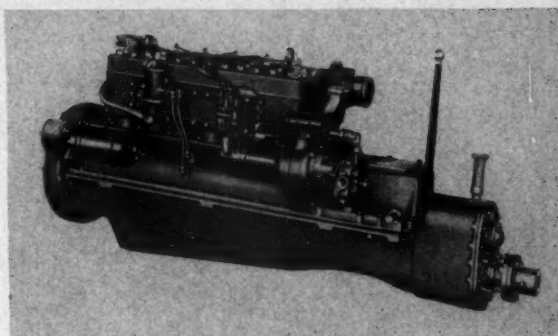
Featuring a variety of models for both propulsion and auxiliary power, the Detroit Diesel Engine Division, General Motors Series 71, 2-cycle Diesels were displayed in sizes ranging from 2 to 12 cylinders and 65 to 400 hp. Most significant advancement in the 1948 Series 71 engines is the introduction of 1:1 gear ratio models in 3, 4 and 6-cylinder sizes that replace all of the old direct drive units. Gear ratios available range from 1:1 to 6:1.

Cylinder liner intake ports have been enlarged to provide better scavenging and cleaner burning of fuel with the result that smaller output injectors can be used to produce comparable horsepower, according to the manufacturer.

An item of interest on exhibit was a Diesel Twin 6 marine propulsion power plant capable of producing 400 hp. Two 6-cylinder Series 71 engines were mounted side by side on a common base and synchronized to drive a single shaft through a transfer gear case.

Generator units on display included a 60 kw. self-contained set driven by a 90 hp. 6-cylinder engine and a 20 kw. packaged outfit powered by a 33 hp. 2-cylinder Diesel.

Highlighting the special interest portion of the exhibit was a chromium plated rotating cutaway of a 3-cylinder Series 71 Diesel. Electrically operated, the unit turned within a glass case and was so constructed that all moving parts actually functioned in full view of the spectators.



90 hp. Cruiser 6 Universal gasoline engine with built-in reduction.

Universal Features Representative Engines

Universal Motor Co. displayed models from its line of 50th Anniversary engines and electric plants. This line includes gasoline engines of 1, 2, 4, 6 and 8 cylinders ranging from 8 to 141 hp. and 6 and 12 volt battery chargers of from 250 to 350 watts, 32 volt battery charging plants ranging from 650 watts to 10 kw., and 110 volt plants for DC or AC with capacities of 500 watts to 25 kw. Many of these electrical units are new models or improvements of present models.

A new-comer to the Universal line of gasoline engines is the 4-cylinder Atomic Four Series. It develops 25 hp. at 3500 rpm., has 65 cu. in. displacement and both direct or reduction driven models are offered with either battery or magneto ignition.

Monel Fittings for Galley or Engine Room

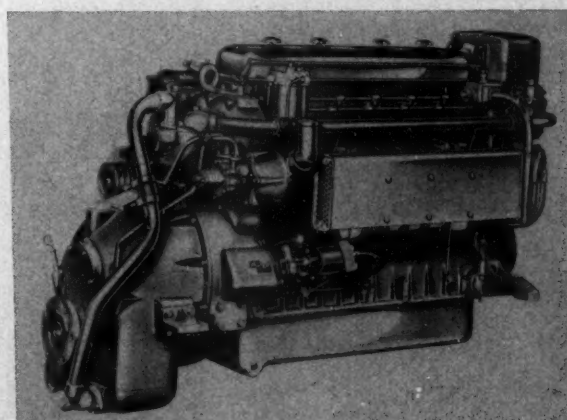
The exhibit of the International Nickel Co., Inc. had a domestic air with its display of Monel galley equipment. This included a REF sink bowl with extra depth to reduce splashing, an E. J. Willis alcohol stove with Monel sheathing and cover, galley backing, smokehood and worktops.

In the ship's propulsion department, Inco showed a selection of Monel propeller shafts and new high-strength, corrosion-resistant, heat-resistant Monel mufflers. Information also was available on the latest developments in fuel and water tanks.

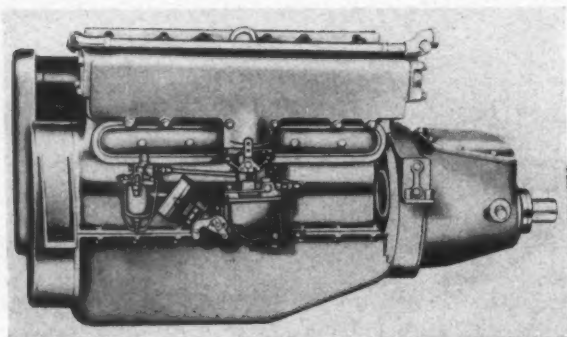
Mikkelsen Personnel at Several Exhibits

The Oluf Mikkelsen Co., distributors of marine equipment, was well represented with its personnel handling the Evinrude outboard motor exhibit as well as being in attendance at the booths of Chrysler engines, Michigan propellers, Arnolt engines, and many others whose products are carried by the Company.

Among these products are Sen-Dure heat exchangers which the manufacturer claims can be fitted to all makes of engines, and Fluid Heat marine cabin heaters. These cabin heaters are



General Motors 6-cylinder Series 71 marine Diesel with hydraulic gear.



Kermath 6-cylinder Sea Prince 100 hp. gasoline model.

manufactured by Anchor Post Fence Co. and are available in 15,000 B.T.U. sizes for warm air cabin heating and a 70,000 B.T.U. size for stand-by engine heating, domestic hot water, and a combination hot water heating system.

Smith-Meeker Shows New Radio Set

A Sterling Diesel equipped with a Sperry hydraulic throttle control was on display in the Smith-Meeker exhibit which included products for which this firm is distributor. Shown for the first time was a new Western Electric 250 watt transmitter and receiver which will be available by Spring. Kirsten photo electric pilots also were displayed.

Onan Features Variety of Electric Plants

D. W. Onan & Sons offered a small 1-cylinder electric plant in models of 115-volt A.C., 500 to 750 watts, and 6, 12 and 32 volt battery chargers ranging from 400 to 1000 watts. Larger 1-cylinder models available include a 1000 watt, 115 volt A.C. plant and 12-15 and 32-40 volt, 1000 watt battery chargers as well as 32-40 volt 1500 watt battery charger.

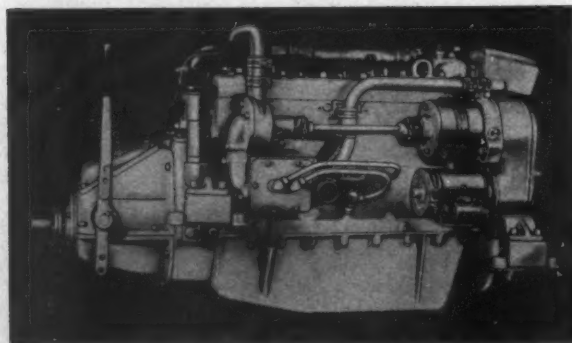
Two-cylinder models are made in four classifications: 2000-3000 watts, 115 volts A.C.; battery chargers, 3500 watts, 32-40 volts; 3500 watts, 115 volts D.C.; and dual purpose 3000 watts, 115 volts A.C. plus 32-40 volts D.C.

Gray Develops Another Diesel Engine

On view for the first time at the Gray Marine Motor Co. exhibit was a new Diesel model of 572 cu. in. piston displacement, rated 150 hp. at 2000 rpm. This is a four-cycle engine of the same basic design as the 35 hp. and 55 hp. Diesels which have been supplied during the past year.

Other new items which Gray has on deck for 1948 include a "keel cooler" for fresh water cooling systems with outboard heat exchangers. It is a compact unit of copper alloy made for installation in place of a conventional water scoop, and sizes range from 24" to 54". A thermostat assures positive temperature control.

An instrument panel, sealed under glass for protection when exposed to the weather, is another "new" featured by Gray. Unique among the instruments are a register of engine operating hours and an automatic flash indicator of engine temperature conditions. An oil pressure gauge, tachometer, and ammeter comprise the other instruments.



Gray Express Six-226 fitted for outboard fresh water cooling.

A third development which Gray offers for 1948 is a new application of a Twin Disc power take-off. Driven through flexible coupling, the unit may be installed any desired distance from the engine by simply extending the coupling shaft.

The Gray line for 1948 consists of 26 gasoline models and four Diesels. Fourteen of the gasoline models are sizes designed for commercial fishing, and are equipped with Thermogard, Gray's automatic temperature control device for direct cooled engines. Power range of the gasoline line is from 16 to 170 hp.

Kermath Exhibits Large Line for 1948

Included in the line of Kermath engines shown were three gasoline and four Diesel models of special interest to fishermen. The gasoline engines, all 6-cylinder models and available with Kermath reduction gears, were the Sea-Prince, Sea-Rover, and Sea-Mate Special respectively rated as follows: 100 hp. at 3600 rpm., 130 hp. at 3000 rpm., and 160 hp. at 3000 rpm.

The Diesels shown were Model 2-127, a 2-cylinder engine rated 27 hp. at 1800 rpm.; Model 4-226, a 4-cylinder power plant with a horsepower rating of 55-65 at 2600 rpm.; and two 6-cylinder models, 6-298 with 84 hp. at 2600 rpm. and 6-474 with 113 hp. at 1800 rpm.

Socony-Vacuum Features Marine Services

The various services and cruising aids offered by Socony-Vacuum Oil Co., Inc., were featured at the Company's exhibit.

One of these is the new series of Cruising Guides which provide accurate information about coastal and inland waters of the United States. Printed in full color, they give the location of inland and coastal cities, lighthouses, Coast Guard stations, buoys, etc. True compass courses as well as distances between harbors also are shown.

G. Walter Cooling Systems on Display

An exhibit of various marine equipment produced by G. Walter Machine Co. included a complete line of Walter Clean-Flo fresh water cooling systems for all gasoline and Diesel engines. The Company now has a smaller size of water-cooled reduction gears and transfer drives suitable for high-speed engines of 25 to 60 hp. available in 1:1 and 3:1 ratios.

The firm's propeller pullers have been completely redesigned and may now be had in the popular size from steel drop forgings or in larger sizes from castings. G. Walter also manufactures power take-offs and special gear boxes.

Bludworth Depth Recorders, Direction Finders

Bludworth has introduced new portable and bulkhead mounting straight-line, recorder models that are said to meet all needs for echo depth sounding requirements to furnish permanent records of water depths and bottom contours.

Each has two depth ranges of 200' and 200 fathoms. When the power switch is turned on, soundings automatically are taken continuously and instantaneously at the rate of 200 per minute on the feet range and 33 1/3 per minute on the fathoms range.

Bludworth Marine's Standard Arrow direction finders, the ceiling suspension type, are offered in various models which differ only in the length of the loop shaft. A detachable loop and shaft are available for bridge clearance. The tuner and operating controls are all contained in a single unit with a built-in dynamometer.

The loop is continuously rotatable about its vertical axis by means of a hand wheel at the bottom of the instrument. It is provided with a positive loop lock and brake to secure the loop in any desired position. The tuner is an eight-tube super-heterodyne radio receiver, designed for operation in the Coast Guard and radio beacon band of 280 kc. to 520 kc. and head phones are furnished to aid in obtaining clean nulls.

A sense pointer and a bearing pointer rotate with the loop and swing over a 7" rotatable dummy compass card on the front of the instrument. This compass card rotates within a ring on which the lubber's lines are marked. An azimuth ring, marked in degrees, also is provided. Models designed for larger vessels are provided with automatic deviation converters.

Optional accessories include a positive interlock system, to prevent the ship's radio transmitter from operating while the direction finder is in use, and a gyro repeater for true bearings.

Buda Unveils Completely New Diesel

Seven models of Diesel marine engines ranging from 15 to 300 hp. and one Diesel electric marine generator set comprised the items displayed by The Buda Co.

Of particular interest and shown for the first time was a completely new 8-DCMR-2505 Diesel marine engine. This particular engine is especially adaptable to fishing boats. It has eight cylinders, 6 $\frac{3}{4}$ " bore and 8 $\frac{3}{4}$ " stroke, and develops about 300 hp. at 1100 rpm. Features include a heavy duty reverse and reduction gear and a heat exchanger system of cooling.

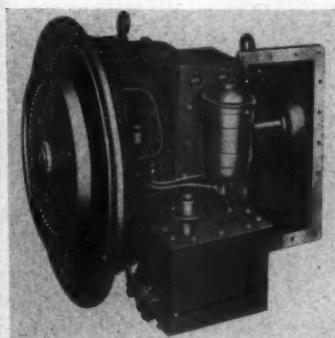
Another new product unveiled to the public was a 15 kw. Diesel electric marine type auxiliary generator set driven by a new BD-series high speed, low weight engine. The unit is compact and complete with controls and mounted entirely on its own base.

First Showing of Twin Disc MG-301 Gear

The first showing of the new Model MG-301 reverse and reduction gear highlighted the Twin Disc Clutch Co. display. This latest Twin Disc development is a hydraulically-actuated gear that will transmit up to 325 hp. at 1500 rpm.

The new gear was arranged to display its inner workings, featuring the hydraulically-actuated clutch, the gears mounted on countershaft with ground tapered fits, and the forward and reverse pinions that are straddle mounted to insure rigidity, and alignment.

In addition, Twin Disc also exhibited their hydraulic torque converter, large hydraulic coupling, power take-off and reduction gear. A cutaway and motorized model of the hydraulic torque converter (Lysholm-Smith type) was shown. This unit is the same as that installed on the 140' all-steel Pacific Coast trawler *Deep Sea* to operate the large four-drum trawl winch.



Twin Disc torque converter.

The Twin Disc hydraulic torque converter is said to have the unique capacity of delivering increased torque as output speed is reduced. Input torque also can be multiplied up to five times as the output shaft is stalled. Connected between the engine and the trawl winch, the converter cushions the shock on warp and winch, provides a wider speed range and allows the operator to maintain a constant line pull.

RCA Features New Radiotelephone Set

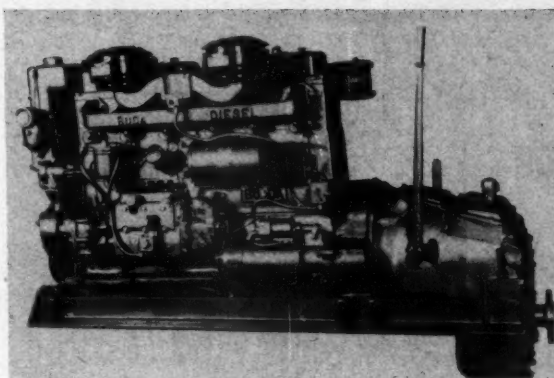
On view for the first time was a new compact 30-watt radiotelephone introduced as a feature of the 1948 line designed and produced by Radiomarine Corporation of America.

The new model, known as the ET-8037, combines in a single weather resistant cabinet a 4-tube 30-watt transmitter, an 8-tube receiver plus a rectifier tube, a built-in loudspeaker, a push-to-talk modern handset and a compact power unit. Cabinet is 13" wide, 20" high and 14 $\frac{1}{2}$ " deep. It operates from a boat's power supply of either 12, 32, 115 volts D.C. or 115 volts A.C. and has six crystal controlled channels. As optional equipment, the radiotelephone can be supplied with a small remote control unit and an automatic ringing device.

Small power consumption, adequate off-shore range, quick-heating miniature tubes, smaller crystals, improved noise limiter, filtered power supply, permanently pretuned circuits, antenna trimming control and integral power unit are all outstanding features claimed for this new radiotelephone.

Radiomarine also displayed its 10-watt, 4 channel 2-way radiotelephone Model ET-8028-A which operates from 6 or 12-volt battery systems. For offshore duty aboard craft equipped with either 32 or 110 volt electrical systems, the 75-watt, 10-channel Model ET-8012D is offered by Radiomarine.

Also included in the exhibit were the small radio direction finder Model AR-8702A available with either an inside or out-



Buda 6 DCMR-844 Diesel with 2:1 reverse gear.

side loop, the modern compact Loran receiver, Model LR-8801 and the postwar 3.2-centimeter shipboard radar.

Michigan Planing Machine in Operation

Michigan Wheel Co. featured Michigan Machined-Pitch propellers. On exhibit was the Company's patented helical planing machine in operation, actually planing the pitch of a metal pattern showing in detail the care, refinement and workmanship going into the manufacture of Michigan propellers. Also displayed was the complete line of outboard propellers for all makes and models of motors, the Aqua-Master inboard, and the new line of full weedless two blade propellers.

U. S. Motors Adds New Products to Line

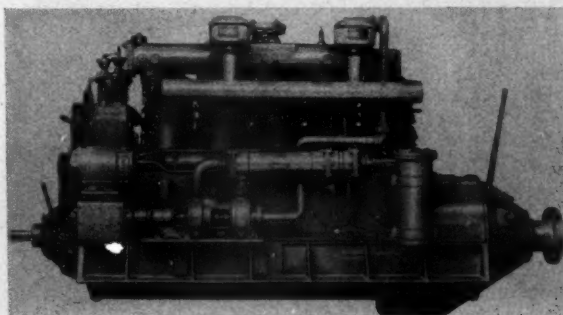
United States Motors Corp. showed, for the first time, four new products which it was introducing with its 1948 line. They included a 1-cylinder gasoline engine of 1 $\frac{1}{4}$ hp. and a larger model of the same design with 7 hp., both turning at 2800 rpm. and available with direct drive or built-in clutch. A second new gasoline engine is rated with 10 hp. at 2200 rpm., has a built-in reverse gear and is available with hand crank or 6 volt starter and battery ignition.

The other new products were marine electric plants. One, a 1500 watt gasoline unit, has flexible connections for fuel, water and exhaust, safety devices on carburetor and is available with self-cranking switchboard for 32 volt DC watchman control. The fourth new item featured by U. S. is a 4-cylinder Diesel unit which provides 10 kw. 125 volt service. The engine is rated 22 hp. at 1200 rpm. Similar units are available in 7 $\frac{1}{2}$ and 15 kw. sizes.

Typical Lorimer Diesel on View

The Lorimer Diesel engine displayed by Continental Equipment Corp. was an 80 hp., 5-cylinder Model DA5-R with direct reversing and front power take-off. This engine, typical of all Lorimer Diesels, comes with centrifugal cooling water pumps, built-in air compressor, an electric generator and, on an optional basis, all of the operating instruments.

The three Lorimer models—A, D and F—have horsepower



Lorimer direct reversing Fisherman's engine.

ratings of 10, 15 and 25 bhp. per cylinder. Heavy duty reduction gears can be supplied for all models in ratios from 1.5:1 to 3:1.

Esso Previews Harbor Pilot Brochure

Standard Oil Co. of N. J. Esso Marketers featured a novel attraction as well as a display of the full line of Esso marine products.

Visitors had an opportunity to preview the forthcoming Esso Harbor Pilot, a 144-page brochure which gives detailed information about more than 140 harbors along the Atlantic Coast between Fall River, Mass., and Sandy Hook, N. J.

Mounted on one wall of the booth was a giant, illuminated book which showed selected pages from the Harbor Pilot. The book's pages were turned mechanically at a rate slow enough so that each one could be studied.

Focal point of the Esso booth was a game which could be played by persons of all ages and a prize was awarded to the winner of each playing.

Sperry Products Remote Hydraulic Controls

The exhibit of Sperry Products, Inc., featured hydraulic units for the remote control of throttle, hydraulic clutch, governor, and other mechanisms. Both a large (Type F) and a small (Type HCO8) hydraulic system were demonstrated as they might be applied to Diesel or gasoline marine engines.

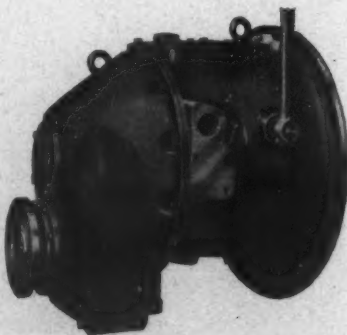
The Type F Sperry control is capable of delivering 400 inch pounds of torque over distances as great as 200'. This is sufficient power for the operation of almost all Diesel throttles and of all hydraulic clutches on gasoline or Diesel engines. Outstanding characteristic is the use of a single copper tube to connect the transmitter and receiver. This tube can be bent to go around obstructions. Other features are balanced control and built-in synchronization.

The Type HCO8 Control transmitter is smaller than a man's hand, yet it delivers plenty of power for the remote operation of all standard gasoline engine throttles using a butterfly valve carburetor. These miniature units retain the single tube, the balance and the synchronizing features of the larger controls. They may be used wherever the actuating force required does not exceed 50 inch pounds and the connecting tube may be as long as 35'.

Snow-Nabstedt Displays Cutaway Gear

The Snow-Nabstedt Gear Corp. showed a cutaway model of their new line of S-N heavy duty type reverse gear with reduction. Incorporated in these new S-N reverse and reduction gears according to the manufacturer, are the following features:

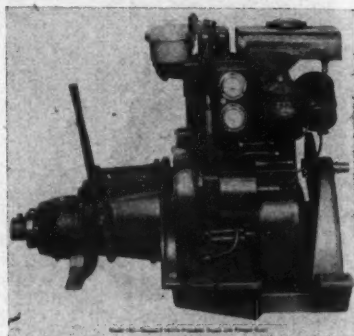
1. The S-N double cone clutch with non-metallic linings bonded in place.
2. Spring loaded clutch designed with guaranteed 100% overload capacity for any engine for which the clutch is recommended and requiring no adjusting. All gears reverse at 100% of engine speed.
3. Absolute neutral that enables the gear to be used as a sailing clutch.
4. Completely new herringbone type of reduction gears that are straddle mounted on ball or roller bearings (absolutely no overhung gearing). The reduction gear unit may be swiveled around the centerline of the engine crankshaft thus making it possible to maintain the efficient propeller angle and keep the engine as low as possible in the hull, also to set the engines in twin installation nearer together or farther apart.
5. S-N standard reduction gears are interchangeable so that a reduction gear of a different ratio can be applied quickly in the field or at the suppliers without affecting the alignment of the reverse gear to the engine.



Snow-Nabstedt reverse gear.

Benjamin's Shows Small Sheppard Diesel

R. H. Sheppard Co., whose exhibit was in conjunction with that of Benjamin's for Motors, showed for the first time what is claimed to be the smallest commercially manufactured air-cooled full Diesel propulsion engine. A 1-cylinder model of 3 3/4 hp. at 1800 rpm., it can be used to



3 3/4 hp. Sheppard Diesel.

power marine auxiliaries and light plants. It has a 2:1 reverse gear, a fuel injection nozzle with only one moving part, and may be obtained with either hand or electric starting.

Benjamin's also displayed larger Sheppard Diesels and lighting plants, Witte Diesels and lighting plants, Submarine Signal direction finders and a working model of the Fathometer, Jr., as well as RCA equipment including a 10 watt RCA radiotelephone in communication with the RCA exhibit.

Packard Highlights Finger-Tip Control

An interestingly graphical method of illustrating Packard's finger-tip gear control attracted much attention. This unique exhibit displayed a large multi-color reproduction of the Packard Marine 8 and reduction gear, equipped with a shaft and actual propeller. Above the engine, an oversize reproduction of the gear control was actuated by a simulated hand.

When the control handle was moved forward, a green neon tube depicting the flexible control shaft flashed on and the propeller rotated in a forward-propeller direction. The hand then returned the control to neutral and the propeller stopped. When the control was moved rearward, a red neon tube illuminated and the propeller rotated in the reverse direction.

An actual Packard Marine 8 also was fitted as a demonstrator unit with a control panel which enabled spectators to operate the finger-tip gear control. A reverse gear control kit now is being offered as a special accessory item with Packard Marine engines, permitting instantaneous remote control of gear action.

New Hickok Battery Tester Exhibited

A new instrument known as the Chargicator and designed to measure electrically and show visually at a glance the condition of all lead acid boat batteries was displayed by its manufacturer, Hickok Electrical Instrument Co. The completely shielded Chargicator is said to provide instant check of from one to six batteries at any time, regardless of size. It does not cause compass deviation or power drain on any battery.

The Chargicator is connected through a switch to the batteries, and by merely rotating the switch, will give an accurate, instantaneous check on all cells aboard. The new instrument, including panel mount, measures 7 3/4" x 4". It contains a meter with an easily read colored scale that constantly indicates proper charging rate and percent of charge.

Red Wing Features New Diesel

The Red Wing Motor Co. display, at which President and Manager J. R. Trautner was in attendance, comprised a Diesel and four gasoline engine models. The gasoline models shown were the Meteor, 7-18 hp.; Arrowhead Junior, 20-40 hp.; Arrowhead, 25-45 hp. with both direct drive and 2:1 reduction; and Hiawatha Special 58-90 hp.

The 65 hp. full Diesel exhibited is a recently developed engine of 255 cu. in. displacement with fresh water cooling, electric starting, glow plug for cold weather starting, thermostatic control, Bosch fuel injection, and full pressure lubrication. Red Wing's line includes three sizes of spark Diesels from 42 to 140 hp. and seven gasoline models from 7 to 140 hp.

Suction Dredge for Harvesting Oysters

Outboard Propelled "Quinnipiac" Uses Mechanized Handling

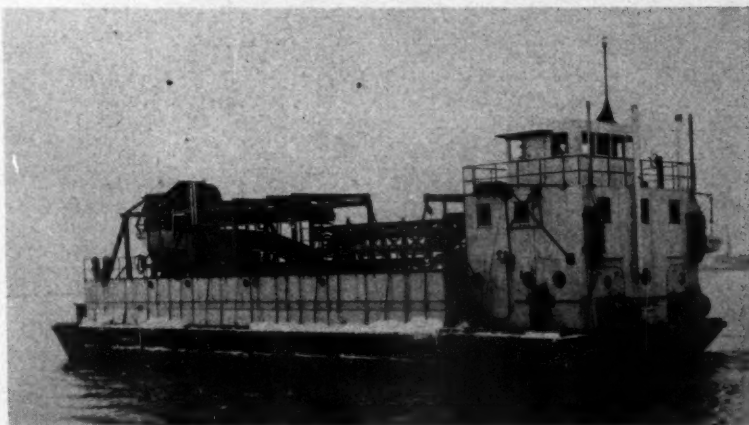
AN improved type of suction oyster dredging, which may revolutionize the operations of the oyster industry, has demonstrated its practicability on the new dredge *Quinnipiac*. Owned by F. Mansfield & Sons Co., New Haven, Conn., and developed by the Company's treasurer, J. Richards Nelson, the new craft has an eductor in its pumping system which eliminates the passing of oysters through a suction pump with possible resultant damage. All handling of oysters on deck is performed by a conveyor system, and from tests already made, it is believed that the *Quinnipiac* will have a working capacity of at least 1500 bushels of oysters per hour. The craft has dual outboard propulsion power, and despite its barge shaped hull, has shown a speed of 8 knots and proved to be highly maneuverable.

It is claimed that the new dredge, with a six-man crew, will do the work of 4 conventional type oyster boats. In addition, it performs two jobs simultaneously since it not only harvests oysters, but also sucks up oyster drills, which are a serious menace to the oyster grounds. Another advantage of suction dredging is its continuous operation in going over the oyster bed rather than the intermittent operation necessary in raising and lowering the customary dredges. Besides performing harvesting work, the dredge will be used for planting shells and transplanting oysters.

The basis of the *Quinnipiac* is an ex-Navy YCK type wooden lighter, which was converted to a self-propelled suction dredge from designs prepared by Gordon Munro, naval architect of Quincy, Mass. The work was done by Murray & Tregurtha, Inc. who also manufactured and installed the two Harbormaster outboard propulsion units at their plant in Quincy, Mass.

The *Quinnipiac* is 95' long, has a 30' beam, 8'6" depth and draws 4'6" light, with maximum draft of 8'. Her main frames are 8" x 10" oak and decking is 4" oak. The propellers and skegs extend 2' below the bottom of the vessel.

The general arrangement shows a steel deck house aft where the Harbormaster units are installed on the main deck. Each unit swings a 54 x 42 Hyde turbine propeller at 317 rpm. and is driven by a 165 hp., 6-71 General Motors Diesel operating at 1850 rpm. The engines are fresh water cooled with a closed system connected to outside piping. Each engine operates a 900 watt generator, the port one being a 32-volt model for



The 95' suction oyster dredge "Quinnipiac" with Harbormaster outboard propulsion.

lighting service and the starboard unit a 12-volt model for engine starting.

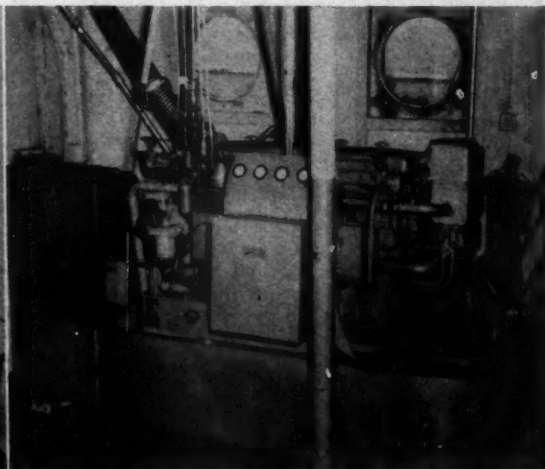
The engine room also contains a U. S. Motors 2 kw., 5 hp. Diesel driven generator, a compressor for the air horn, fuel oil transfer pump, fresh water pressure pump, work bench and the toilet room. Because of its deck level location, the engine room is unusually light and airy, and there is ample working space around all equipment.

The living quarters are located in the upper portion of the deck house and contain individual staterooms for the captain and engineer, a stateroom with two double pipe berths for a crew of four men, the galley and messroom. All rooms have windows on two sides to insure good light and ventilation.

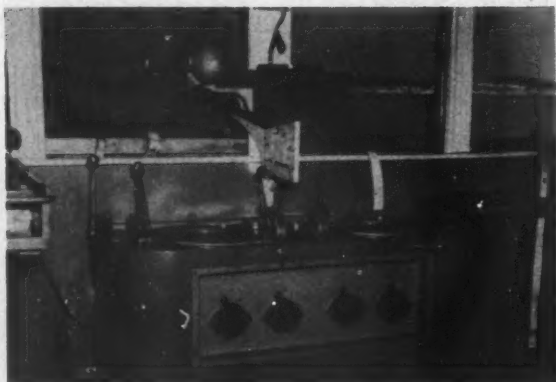
The spacious pilothouse is located above the living quarters, and is completely surrounded by a bridge. Here are installed the controls for handling the vessel as well as the pumping and conveying machinery. From the control station the captain can observe all the dredging operations and has instant control of all equipment.

The decks in the living quarters and pilothouse are covered with Magnesite while all of the outboard shell is lined with Fiberglas insulation.

Forward of the deck house and extending nearly to the bow, the wooden deck has been covered with steel and steel cargo bulwarks have been built to a height of six feet. These bulwarks divide the deck space into large single bins forward and aft



The oyster conveyor, seen from pilothouse, left, and one of the 165 hp. General Motors Diesels on the "Quinnipiac".



Pilothouse controls for complete operation of "Quinnipiac".

for the storage of oysters, while three smaller bins port and starboard amidships are used as settling tanks for mud, etc.

All of the bins have ports opening on each side. These ports, which are opened from the catwalk on top of the bins, are used when discharging the contents of the settling tanks overboard, or when planting shells or replanting oysters. The forward and after bins have a total capacity of 5000 bushels of oysters, while all bins have a combined capacity of 10,000 bushels of shells.

The pumping equipment, located in the forward hold, consists of a 12" centrifugal pump driven by a 300 hp. General Motors 6-71 twin Diesel unit, and having a pumping capacity of 3200 gpm. A 12" pump suction is piped to a 3' x 4' sea chest installed in the bottom of the barge and fitted with foot valves to hold an adequate supply of water and prevent the sucking of air. A 12" pump discharge is connected to an eductor with a throat opening tapered to 8½", which greatly increases the pressure of the water from the pump and creates a suction on the dredge pipe line that is connected to the eductor, thus allowing the dredged material to by-pass the pump.

The outboard suction unit, weighing 2½ tons, consists of two lengths of 10" steel pipe and three lengths of 10" rubber pipe, with a total length of 82' exclusive of the 6' nozzle at the lower end. The suction piping, which permits dredging in water up to 50' deep, is handled by a winch located below aft, driven through a power take-off on the port propulsion engine and controlled at the engine.

From the eductor, 12" piping is carried up through the deck to a filter house, where all the dredged material is discharged on to a special type of screening conveyor. The large oysters are here screened out and deposited on an overhead conveyor, thence on the main reversible rubber belt shuttle conveyor to either forward or after storage bin. Meanwhile, the smaller oysters go through a similar cycle on a second screening conveyor, through which all other material passes for deposit in the amidship bins by means of chutes. The flow of water, etc. from the filter house is controlled by gates so it may be diverted to either side of the barge in order to maintain the trim of the vessel despite the large incoming volume of loose water and solid materials.

All the conveyors, which were made by Alden Engineering Co. are driven by Vickers hydraulic motors.

A bilge drainage system with 3" piping is tied in to the main suction line for emergency use, while a Jabsco auxiliary bilge pump driven off the port propulsion engine, is located aft to take care of ordinary seepage. The vessel carries a 150 lb. Danforth anchor on the forward main deck, from which there is a companionway to the room containing the pumping equipment.

A 6" pressure main is also installed, with branches leading to four 2½" hydrants on the main deck for washing shells and mud overboard through the bulwark ports. This line also supplies water to the distributing chutes to aid the flow of oysters to the storage bins. The locking mechanism and hoisting tackle for the ports are operated from the catwalk atop either side of the bins.

While the *Quinnipiac* was used for planting shells late last Summer, she was not completely fitted for suction dredging and conveyor handling until early this month. Her skipper is Capt. Charles E. Gertsch, and Harold C. Wilburn is engineer.

Maryland Anticipates Good Tangier Oyster Season

Tangier Sound oyster production showed an increase in 1947 with prospects of still another good year in 1948, according to the Maryland Department of Tidewater Fisheries. The 1945 set which covered much of the Sound with young oysters came into production in 1947. A great quantity of the young stock was of legal size that year, but the bulk of it will be of legal size in 1948.

The set of young oysters in 1947 was light in Tangier Sound, but sufficient to help in replacing those taken during the current season. Unfortunately, oyster drills came back in the Sound last Fall, due to an increase in salinity, and destroyed many small oysters. However, the Commission said that the Sound now has a head start and should be in production for the next few years.

Oysters of the Choptank River bars, from Cambridge to Cooks Point, were found to be in an excellent condition when recently investigated. The outlook for production this season on the dredging areas appears good. However, the greater quantity of the oysters are of the 1943 set with some few 1944 and 1945 oysters. Thus, it may be expected that there will be a considerable drop in next season's production. The set in 1947 was very light, almost of no commercial importance. This points toward lower production during the 1949 season. The condition of the oysters is very good both as to size and quality.

More Shells Earmarked for Rehabilitation

The recent Special Session of the Legislature passed a bill under which twice as many oyster shells will be set aside by packers for the Department of Tidewater Fisheries to use in its oyster rehabilitation program. The new law provides that the licensee shall turn over to the State, without cost, at least 20% of the shells from the oysters shucked in his establishment for the current season.

The Legislature also enacted a measure providing a ban on the use of hand scrapes or power dredges on tonging bars. The law corrects an omission which occurred in the codification of the oyster laws in 1945.

Commission Rules on Haul Seining

In an effort to clarify the situation in connection with law enforcement in the haul seine fishery, the Maryland Department of Tidewater Fisheries recently ruled that when one end of a haul seine is carried ashore by a boat it shall not be considered dragging as prohibited in Section 30 of Article 39, provided the other end of the net or brail line is fixed by a stake or anchor ashore, or as near mean low water as is practical to determine. It is further provided that the end of the net so anchored shall not extend beyond water 3' in depth. The Commission said that the use of more than one motor boat in a seining operation will be considered dragging and illegal.

Oysters Bringing High Prices

Although oysters have not been plentiful this season, they have been bringing good prices. The bivalves have been selling for \$2 and \$2.50 a bushel in the shell, and some tongers have made as much as \$60 in one day.

Packers Purchase Ice, Cold Storage Firm

The Packers Ice & Cold Storage Co., a recently formed corporation composed of Crisfield seafood packers, has purchased the ice and cold storage business of the Eastern Shore Public Service Co.

Officers of the new corporation are as follows: president, T. Edward Webb; first vice-president, Gordon Milbourne, head of the Milbourne Oyster Co.; second vice-president, W. Edwin Riggin; treasurer, Murray E. Ward; secretary, A. Earl Dize.

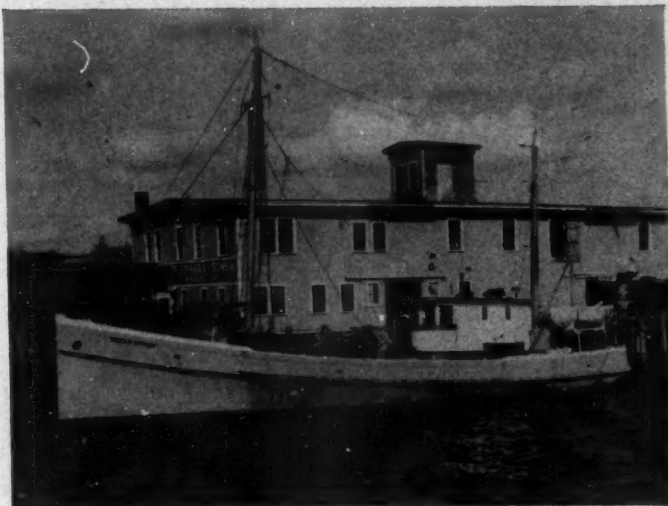
Deals Island Important Seafood Center

Deals Island, on which there are 4 oyster packing plants—Tangier Sound Seafood Co., Hoffman Seafood Co., Somerset Seafood Co. and Anderson & Burton—has become an important seafood center. Several dredge boats sail from the Island, and there are a large number of tongers and private planters in the area. There is a good supply of oysters near the Island.

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Have Proven Dependability, Long Life and Economy

Satisfied owners know Wolverine's rugged design insures low up-keep for heavy duty fishing service. Wolverine Diesels are especially built to meet the power needs of fishing boats. Their design incorporates the latest proven engineering advancements. Maximum accessibility of working parts permits easy inspection and maintenance. The engines are rated to give sustained power output under all conditions. For long-range, overall economy, you can't beat Wolverine.



The 88' dragger "Ocean Spray" owned by Marion Quinn of Hampton, Va., which spent the Summer redfishing out of Rockland, Me. and now has returned to Virginia. Powered with a 230 hp. Wolverine Diesel.

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Louisiana Inside Waters Closed to Shrimping

A closed season on shrimp in the inside waters of Louisiana, which are defined as waters less than 18' in depth, went into effect December 15 and will continue through March 15, according to an announcement by Commissioner Luther S. Montgomery of the Wild Life and Fisheries Department. This closed season, the Commissioner pointed out, applies only to inside waters, whereas the ban which ended last August was for both inside and outside waters.

Shrimpers working the beds off the Yucatan Peninsula in the Gulf of Mexico will have their permits investigated under a recent order of the Mexican Navy Department. The Department said it had reports that foreign ships, some without permits and others with papers "issued to fake Mexican cooperatives", are fishing beds which are claimed to be in Mexican territorial waters.

Two Lost as Trawler "Catherine" Capsizes

The 55' trawler *Catherine*, which capsized near Marsh Island, La. on December 15 when she was caught in 14' waves during a 35 mph. windstorm, was righted the following day. No trace was found of Lowell Autin of Cut Off, captain of the trawler, and crewman L. J. Broussard of Abbeville, and they are presumed to have drowned. The two men were working for the American Exploration Co. of Lafayette, making geophysical soundings in the Gulf of Mexico.

Shrimper "Ethel H." Purchased by Venezuela

The Republic of Venezuela recently purchased the shrimp trawler *Ethel H.*, which was built by Avondale Marine Ways, Inc., Westwego, La., from Oscar J. McMillan of New Orleans. She is to be used to survey the waters adjacent to Venezuela for the fishing industry, under the direction of the Rockefeller Foundation of New York.

The shrimper was at Avondale undergoing conversion early in January, and it was expected that she would join the other vessels of the expedition and sail from Pensacola, Fla. about January 15.

"L. C. Burgman" Loses Nets and Other Gear

The trawler *L. C. Burgman*, owned by the Pacetti Fish Co., Morgan City, La. and skippered by Capt. John Garsha, lost her nets, trawl boards, anchor and cable recently. The trawler had moved into shallow water off Cameron to ride out a strong northeast wind, but the wind later changed and carried the boat out to sea.

Imports of Shrimp

Imports of shrimp (fresh, frozen, dried, canned and pickled) into the United States for October were 1,700,768 lbs. Mexico was the only country which made shipments, and practically all of the imports were fresh or frozen shrimp. The total im-



"D'Intino Bros.", a seiner of 15 ton capacity, owned by Nicola and Thomas D'Intino, Sea Isle City, N. J. She is equipped with a 165 hp. General Motors Diesel and a Columbian propeller.



The 135' tuna clipper "Santa Helena" in a side launching by Avondale Marine Ways, Inc., Westwego, La. Owned by California parties, the all steel vessel is equipped with a 1050 hp. Enterprise Diesel, Sperry gyrocompass, Submarine Signal Fathometer and Baker ammonia compressors.

ports of shrimp for the 10 months January through October amounted to 8,669,198 lbs.

Preliminary data on imports of shrimp from Mexico for the period November 1 through December 26 show around 3,837,000 lbs. entered. Approximately 774,000 lbs. of this total were imported through the Gulf of Mexico (East Coast) ports.

Va. Seed Oyster Sales Ban Upheld

Judge Julien Gunn of Richmond Circuit Court on December 29 denied a petition for a permanent injunction to restrain enforcement of an order banning the sale of Virginia seed oysters out of the State. The Judge, who previously had granted a temporary injunction, said that such sales would "seriously injure" the Commonwealth's rocks and shoals and also would "reduce the supply of seed oysters below the demands of the Virginia planters".

The order also holds section 3218 of the Virginia Code to be valid and constitutional, and states that the Commissioner of Fisheries, Charles M. Lankford, Jr., "acted upon reasonable and justifiable grounds" under the statute in ordering that no permits be issued to allow the transport of seed oysters out of the State.

The injunction was sought by J. R. Houghton, Cornelius Campbell and the Oyster Tongers and Seafood Workers 265 (AFL) of Newport News.

Oyster Dredging in Tangier Sound

Tangier tongers, who have been working the oyster grounds in the James, Rappahannock and Wicomico Rivers, have converted their boats to dredging and are now working the rocks in Tangier Sound—California, Thurfur, and Johnsons. According to reports, they are not finding many oysters and takes run only 10 to 12 bushels a day to the boat. However, they are selling the bivalves in the Crisfield markets for as much as \$3.00 a bushel.

Tangier Crabbers Back from Cape Charles

Tangier crab dredgers returned from the hibernation grounds in the lower Chesapeake near Cape Charles the middle of December. They reported that crab dredging has been good in the Cape Charles area, and that they have been averaging about 35 barrels a day to the boat since the beginning of the season. Hard crabs are now worth \$6.00 a barrel.

Norfolk Area Landings

Landings in the Norfolk area for the month of December totalled 1,669,000 lbs., as against 478,000 lbs. in November and 1,438,000 lbs. in December, 1946. The bulk of the catch, 1,662,000 lbs., was brought in by draggers, while pound netters accounted for only 7,000 lbs. of the total. Sea trout, with landings of 558,000 lbs., was the leading variety, followed by croakers, with 380,000 lbs., and sea bass, with 230,000 lbs.



FISHERMEN KNOW MORGAN CITY FOR SHRIMP

NEW BEDFORD FOR FINE ROPE



The South Atlantic and waters off the Gulf States are the center of the largest shrimp fishery in the world. Hundreds of trawlers fishing these waters for the most popular of all the crustaceans operate principally out of Morgan City, La., the focal point of this great industry.

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It was in this New England City, over a hundred years ago, that the New Bedford Cordage Company was founded. Then, as today, sea-faring men depended upon rope as a major tool of their trade, and a group of them banded together to make the finest rope their skills could produce.

At first, it was intended for their own use. But the exceptional quality of New Bedford rope soon made it in wide demand.

To this day, New Bedford rope is manufactured with the same skill. It is still recognized as the finest cordage, and called upon to meet every rope use.

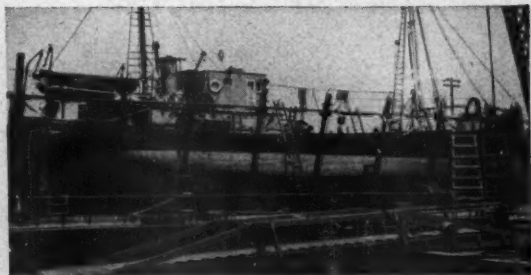
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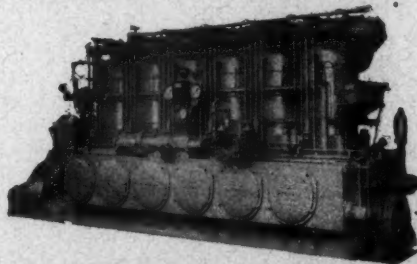
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You'll find the Osco Marine Engine for your boat, or the Convo-Kit you want fully described, fully illustrated in Osco's brand new Catalog 48. Here are 36 pages chock-full of up-to-the-minute news and information on the complete Osco line. It's a book you'll want to keep and it's yours for the asking! Send for your free copy NOW. Osco Motors Corporation, 20-20 E. Orleans Street, Philadelphia 34, Pa.



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LONG ISLAND

Vote for Later Scallop Season Opening

A regular meeting of the Long Island Fishermen's Association was held at Greenport on December 13, and the first topic brought up for discussion was the possibility of a later opening of the bay scallop season. It was the general consensus of all present that a later opening date should be written into the law in order to allow more time for the scallops to grow.

After due consideration, a motion was passed prohibiting the possession or sale of bay scallops except from September 16 to April 1. However, scallops may be taken by any person from public or unleased lands, if taken by hand for personal and family use, not to exceed one peck in the shell between September 1 and September 15 and 2 pecks in the shell between September 16 and April 1. The group voted against allowing scalloping by power.

Members of the Association decided in favor of changing the beginning of the closed season in the Peconic Bays, Shelter Island Sound and Noyac Bay from April 15 to May 1.

Since the State of New York has no law on the size of oysters that can be taken from public areas, it was voted that consideration be given to an overall size limit of 3". It also was proposed for further consideration that a boat be permitted to possess 10 bushels of oysters with one man aboard and 15 bushels if more than one man is aboard.

Complaints again were expressed in regard to Connecticut draggers working in New York waters, although no further action was taken than that expressed at the recent Montauk meeting; namely, to increase the license fee for non-resident draggers which offer reciprocal privileges from \$4.00 to \$15.00 per foot.

Islip Cove Opened for Clam Transplanting

Islip Cove was opened for the transplanting of hard clams during the period from November 21 to December 13 by the State Conservation Department. It has been reported that the boats which worked the Cove averaged 14 to 15 bushels of hard clams each, and that a total of 4,317 bushels were removed.

During the recent transplanting some of the clams were sold to Virginia dealers to be laid down there. The wholesale dealers paid the diggers \$3.50 per bushel for necks, \$3.00 for cherries, and \$1.50 for large.

Capt. Ostroski Has New Boat

Capt. Stanley Ostroski of Greenport has a new fishing boat, the 40' *Giant*. The craft is now catching ling and whiting, which are being shipped daily to a Baltimore, Md. cannery. The fish are packed in 8 oz. cans for the Department of Agriculture, and are used for European relief. Other Greenport vessels which are catching ling and whiting for the Baltimore cannery are the *Annie S.* and the *West Coast*.

Good Set of Scallops Off East End of Island

The early part of last Fall it appeared that the only really good scallop set on Long Island was in Lake Montauk. However, later a very good set of scallops appeared all around the east end of Long Island, on both the north and south shores. Apparently the scallops set during the month of October, since they averaged only about the size of a quarter. If they are not disturbed, it is expected that these scallops will provide a good source of revenue next Fall.

Smith Meal Co. Purchases Shipyard

The Smith Meal Co. of Promised Land, manufacturers of fish oil and other fish products, has purchased the original Greenport Basin and Construction Co. Shipyard, Greenport, which includes about two-thirds of the Shipyard's present property. The Smith firm operates a fleet of over 30 fishing vessels, has fish factories all along the Atlantic coast and operates two other shipyards in Virginia and North Carolina.

Brigham's Shipyard, Inc., Greenport, will run the shipyard for the Smith concern. The plant will operate as a general shipyard, specializing in the designing and building of new boats, repair work on boats of all descriptions, hauling and storage. It will be utilized as docking facilities for the 8 boats owned by Smith which work out of Promised Land during the Spring, Summer and Fall, and also for the purpose of repairing and rebuilding the firm's fishing vessels.

Surrette

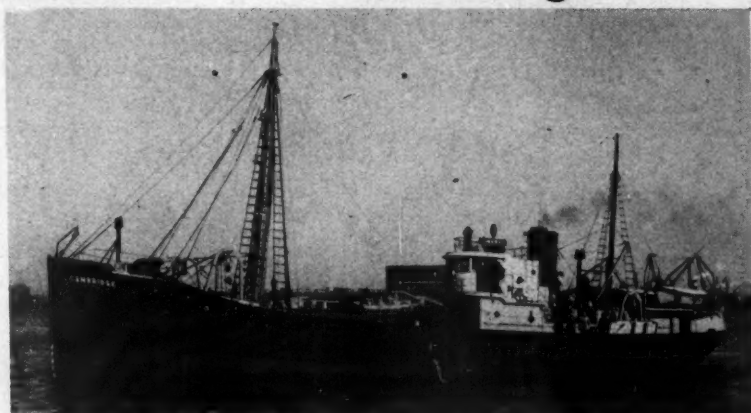
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No space-wasting excess bulk. Note streamlined hard rubber container of this 3-cell G-T-S-15 type 240 amp. hr. 8 hr. rate.



The 128' Highliner steel trawler "Cambridge", owned by Usen Trawling Co. of Boston and skippered by Capt. Chris Christianson, recently was equipped with Surrette Marine Batteries. Her installation is a 114 volt, 240 ampere hour, G-T-S-15 set, comprising 57 cells in 19 three-cell trays with hard rubber containers.



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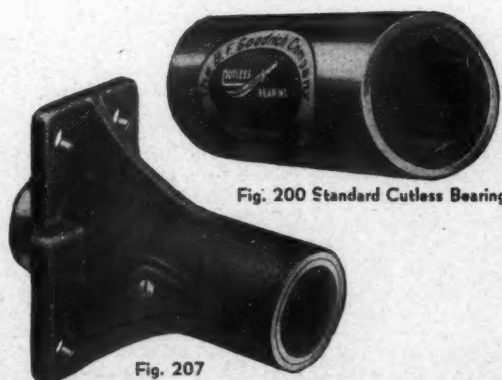


Fig. 200 Standard Cutless Bearing

Fig. 207

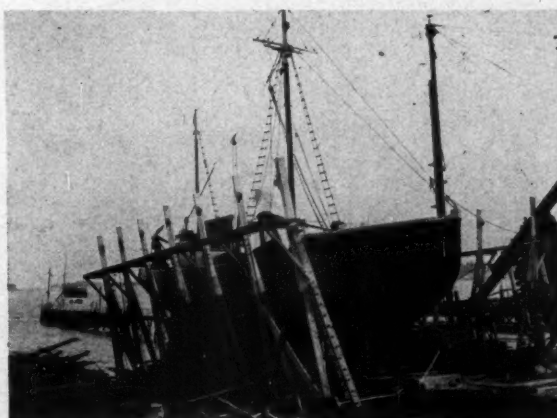
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BOOTHBAY HARBOR, MAINE



New Bedford Honors Memory Of Those Lost at Sea

About 200 persons gathered on New Bedford's City Pier 3 December 29 to pay tribute to fishermen of the port who were lost at sea during 1947. The ceremony, which was the first of what is intended to be an annual event, ended with the casting of many large, elaborate floral sprays into New Bedford harbor. The wreaths were from the Atlantic Fishermen's Union and the Seafood Producers Association, sponsors of the service, and from many business firms and individuals connected with the fishing industry in New Bedford.

Intended as a memorial to all fishermen lost from the port of New Bedford, the occasion honored especially the memories of the *Margee* and *Pat* crew, and Capt. Douglas O. Greeke, who was drowned when the New Bedford dragger *Alert* was rammed and sunk November 16.

Mayor Harriman, Edmund O'Neil of the Seafood Producers Association, Leo L. Barrett of the Atlantic Fishermen's Union, Frank Sylvia of the New Bedford Commission on Wharves and the Rev. Charles S. Thurber of the Seamen's Bethel were the speakers.

Seafood Producers Elect Officers

Capt. William Collis was elected president of the New Bedford Seafood Producers Association at a meeting held on December 29, succeeding Rasmus Jacobsen, who will continue to serve on the board of directors. Other officers named were Hans Haram, treasurer, and George P. Ponte, secretary and attorney, both of whom were re-elected.

Those serving on the board of directors next year will be Olaf Anderson, Mathias Bendiksen, Tharald Drivdahl, Oscar Helgeland, John R. Hillier, Josef Isaksen, Rudolf Matland, Daniel F. Mullins, John Salvadore, Herman R. Saunders, Michael Smith, Charles J. Tapper, and the Messrs. Haram, Jacobsen and Ponte.

Record Number of Draggers Land Fish

In the biggest pre-Christmas docking in New Bedford's fishing fleet history, 40 draggers reached port on December 22 with 402,800 lbs. of fish. While the landings were not the highest for the port, due in part to the fact that many of the vessels had been out on comparatively short runs, the number of draggers which came in on that day was thought to be a record.

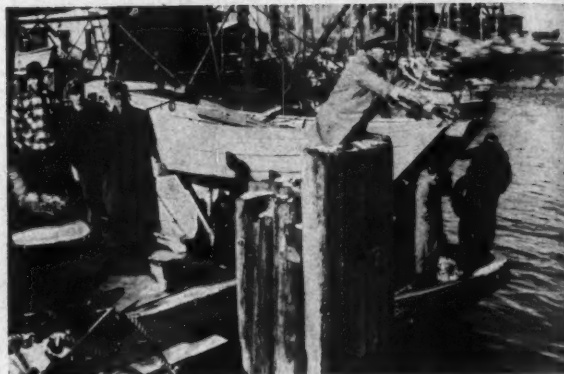
Yellowtails, Fluke Bring High Prices

Yellowtails sold at 16.05 to 21c a pound in New Bedford on December 27, establishing what fishermen and buyers believed was an all-time record. Small landings were credited with driving prices to a generally high level on that day, only 48,000 lbs. of fish having been sold.

Large fluke sold for as high as 52c a pound the previous day. However, there were only a few fluke in the day's receipts.



Pier 3 headquarters of Hathaway Oil Co., Inc., New Bedford, newly appointed dealer for RCA small craft radio equipment.



Albert G. Pike, delegate to Atlantic Fishermen's Union (AFL), throwing a wreath from pilings at pier 3, New Bedford, Mass., in memorial service honoring New Bedford fishermen lost at sea during 1947.

Sylvia Now Owns "Ave Maria"

John A. Sylvia of South Dartmouth has traded the dragger *Priscilla* for the *Ave Maria* of Gloucester, and has changed the name of the latter vessel to *Harmony*.

Several Vessels Hauled Out for Repairs

The 73' scalloper *Doris Gertrude*, owned by Edward Johansen of New York City, was at Hathaway Machinery Co., Fairhaven, late in December for installation of a new 6 cylinder, 200 hp. Superior engine. The new Superior replaces two smaller engines, and was expected to be installed by the middle of January.

Dan Mullins' 60' dragger *Palmers Island* was hauled out in December by Peirce and Kilburn, Fairhaven, after grounding earlier in the month. The vessel required half of a new stem.

D. N. Kelley and Son, Fairhaven, have been overhauling the engine of the 70' dragger *Penguin*, owned by Carl Beckman of New Bedford.

"Mary & Julia" Damaged by Fire

Fire and smoke caused slight damage to the 88' dragger *Mary & Julia* on December 7 while she was berthed at Mullins Wharf, Fairhaven. The blaze started from oily rags in the engineer's quarters aft of the engine room.

Coast Guard Aids Several Vessels

The Coast Guard cutter *Legare*, stationed in New Bedford, gave aid to five fishing vessels of the port during December. They were the *Mary Ann*, *Etta K.*, *Shannon*, *Doris* and *St. Ann*. The 84' *Wamsutta* was towed in by the cutter *General Greene* December 14 and hauled out by Peirce and Kilburn Corp., Fairhaven, for installation of a new tail shaft.

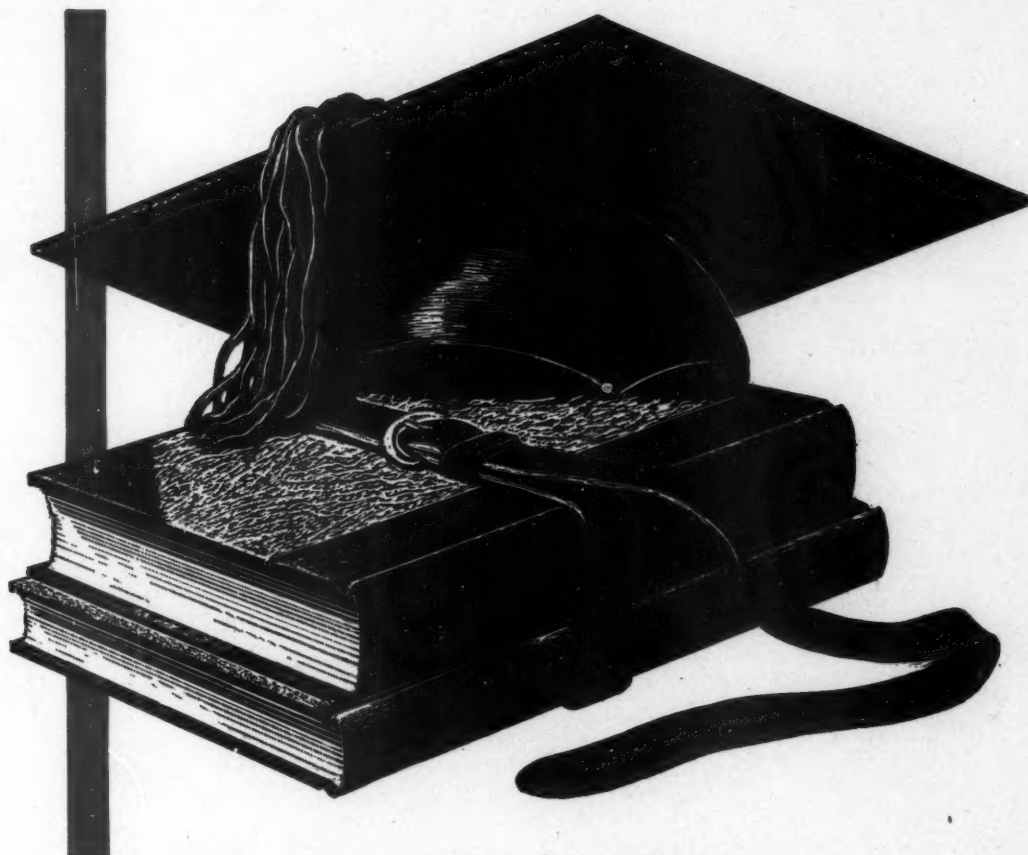
Direct-Line Telephones Installed

Installation of direct-line telephones from New Bedford fish packing plants to the fish auction salesroom in the Wharfinger Building, City Pier 3, was completed during the latter part of December.

Hathaway Oil Appointed RCA Dealer

Radiomarine Corporation of America has appointed Hathaway Oil Co., Inc., of New Bedford as an authorized dealer in RCA small-craft apparatus consisting of a complete line of radiotelephones, radio direction finders, and loran equipment. Complete service facilities are available, including modern testing equipment, at the Hathaway wharf where the Marine Radio Division is located to provide dockside service. A truck equipped for on-the-road repairs, and in contact with the main office by radiotelephone, is in constant use.

Radio Division is staffed by technicians thoroughly experienced in marine electronics and properly licensed by the Federal Communications Commission. They are prepared and equipped to give service, from a minor repair up to a major installation.



GOOD NETTING BUYS

good education

The important things you want for your family, such as better education for your children, come from nets built to boat the fish, not lose them. And nets like that come from the right kind of cotton twisted into good strong twine and then knit so that every knot is firm and every leg of every mesh is

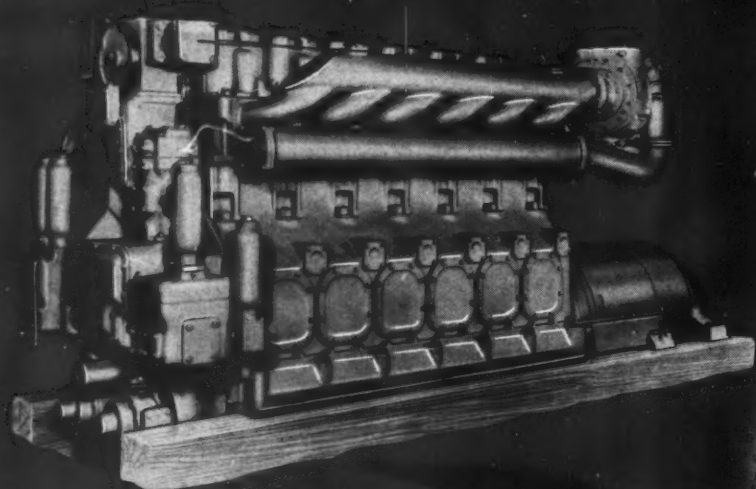
even and true. For over a hundred years, now, successful fishermen have depended upon Gold Medal for that kind of netting. Wherever you fish and whatever you catch, there's a Gold Medal Netting made especially to give you better service, bigger catches, more money for your family!



GOLD MEDAL SEINE TWINE—For hand-knitting, bending on, and hanging and mending, get the same high-quality twine that Gold Medal Netting is knit from. Ask for and be sure you get Gold Medal.

Other Netting Products: AN&T COY LINEN NETTING • GOLD MEDAL SEA ISLAND GILL NETTING • GOLD MEDAL HYDROFLOW TRAWL DOORS • PLYMOUTH ROPE • A COMPLETE LINE OF NETTING ACCESSORIES





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Many wise fishermen use Esso Marine Fuels and Lubricants for dependable, profit-protecting service. They depend on Esso Marine Products for smooth performance out to the grounds, during the catch, and on that fast run back to port for added profits. These fuels and lubricants have earned the respect of many hard-working fishermen in a language they know well... the language of performance!



Gloucester Mackerel Catch Shows Substantial Gain

Gloucester mackerel production for 1947 totalled 20,634,000 lbs., landed in 633 trips, which was 82% ahead of the mackerel catch in the previous year. The mackerel were landed by a fleet of nearly 60 seiners and 800 fishermen, and on the whole brought a good price. The fish were brought in during six months of the year, beginning with June and ending with November. The catch was the largest during August, when 5,833,000 lbs. were taken, followed by September, with 4,742,000 lbs.

The week during which the most mackerel were caught was that of September 1, when 2,029,000 lbs. were landed in 44 trips. Runner-up was the week of October 13, during which 1,946,000 lbs. were brought to port in 78 trips.

The whiting catch for the year was 5,633,000 lbs., which was landed in 514 trips and was practically the same amount that was brought in during 1946. A fleet of some 50 craft participated in fishing for the species, with operations centered in the Ipswich Bay area. The vessels averaged two trips weekly, but there was a limit on their catches for much of the time.

Whiting were landed from June through October, with August landings of 1,961,000 lbs. being the largest, followed by the June take, which totalled 1,136,000 lbs.

Although the redfish yield for the year was above that of most years, it was 25% below that of the record year of 1946. Production totalled 101,614,000 lbs., brought to port in 1,637 trips. The average price for redfish during 1947 was higher than that of the previous year.

The redfish take was the largest during August, totalling 20,662,000 lbs., with October landings of 18,833,000 lbs. being second highest.

There was a decline in the average redfish trip, the 1947 average being 62,073 lbs., as compared to the 1946 average of 73,263 lbs., or a 14% decrease. However, the 1947 average trip was slightly ahead of that of 1945.

Efforts to Float "Redskin" Prove Futile

Up until January 5, all efforts to free the 85' dragger *Redskin* from the ledges at Black Bess, Eastern Point, had been unsuccessful and the craft was still hard and fast aground. The dragger, owned by James Y. Tringali of the Independent Fish Co., slipped her mooring lines on January 3 during the height of a northeast storm. Planking on the starboard side of the vessel was badly sprung in the accident, and some cement came off her keel.

Changes in the Fleet

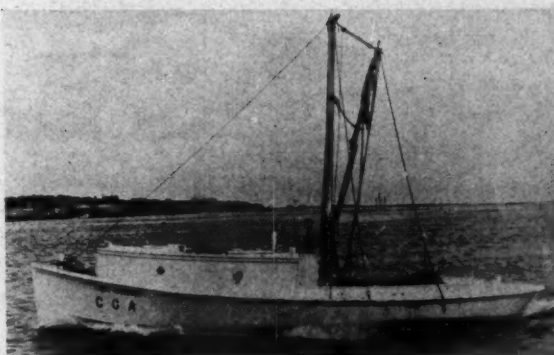
Several Gloucester fishing vessels have had their skippers changed recently, including the dragger *Conquest*, which is now being commanded by Capt. Roderick F. Dunphy, formerly in command of the ill-fated *Dorothy & Ethel III*. Capt. Louis Brown is the new skipper of the *Manuel F. Roderick*, previously having been in charge of the *Catherine L. Brown*, which sank off New Jersey last year. The *Raymonde* is now being skippered by John O. Ribeiro, and Bert Cluett of Gloucester is in command of the New Bedford dragger *Ronald & Mary Jane*, owned by Jerome Kiselik of New York.

Salvaging of Dragger "Uncle John" Underway

Salvage operations on the 110' Gloucester dragger *Uncle John*, which sank 2½ miles east of Dumpling Rock Light November 12, were begun in mid-December by Frank C. Taylor, Inc. of Fairhaven, Mass. Held up by heavy winds as the month ended, the firm said it hoped to continue the work when weather allowed and to complete the job by the middle of January. A flashing green light has been placed over the spot and fishermen have been warned to proceed with caution in that area. The craft is owned by Capt. John Sinagra.

Good Trips

The following were included among big Gloucester trips brought in during December: *Sylvester Whalen*, 180,000 lbs.; *St. Nicholas*, 175,000 lbs.; *Columbia*, 166,000 lbs.; *Benjamin C.*, 203,000 lbs.; *Florence & Lee*, 160,000 lbs.; *Corinthian*, 168,000 lbs.; *Kingfisher*, 175,000 lbs.; *Mother Ann*, 200,000 lbs.; *Gaetano S.*, 147,500 lbs.; *Brookline*, 143,000 lbs.; *Paul Howard*, 145,000 lbs.; and *Clipper*, 140,000 lbs.



The 42' fisherman "Annie Gertrude" owned by H. V. Styron, Beaufort, N. C. She is equipped with 125 hp. Lathrop engine, Columbian propeller and Linen Thread Gold Medal nets.

Studying Methods for Testing Clam Pollution

Laboratory tests are being carried on at Newburyport by the Fish & Wildlife Service in cooperation with the Maine Departments of Sea and Shore Fisheries and Agriculture in an effort to find new methods for determining the type and extent of pollution in clam producing areas. The tests are being conducted in a mobile laboratory by F&WS experts, who are using a technique developed by Dr. Leslie Sandholzer, Federal sanitation biologist.

NORTH CAROLINA

Two New Shrimpers Join Fleet

The new shrimp trawler *Sea Fighter*, owned by Lewis J. Hardee of Southport, was launched recently by Lewis Spaulding, and began shrimping the first week in December. The keel for another boat was laid early in December by Mr. Spaulding.

The 65' trawler *Clay*, owned by Clayton Fulcher of Atlantic, returned from her maiden voyage early in January. The craft, which is named after Mr. Fulcher's grandson, brings the number of vessels in his fishing fleet to 12.

Purchased recently from the Government, the vessel formerly was used as an Army T boat. She is powered by a 160 hp. Superior Diesel engine, and is skippered by Grover Willis. The craft operates out of New Bern.

Shrimping Shows Improvement

Shrimping off Southport improved the week of December 29, which was believed due in part to the clear, cold weather. Catches ran as high as 10 and 15 bushels to the boat, and the product was large and of fine quality. Several of the Southport trawlers were fishing off Little River and Cherry Grove Beach, S. C. earlier in the month.

Sea Bass Industry Being Revived

Sea bass fishing, an important Carteret County industry about 20 years ago, is being revived. The sea bass, also known as blackfish, are now being taken in a vertical type sinking net, which is lowered to the bottom of the reef. When the fish congregate over the net to get the bait that has been placed in it, the net is jerked up and the fish are imprisoned and brought to the surface.

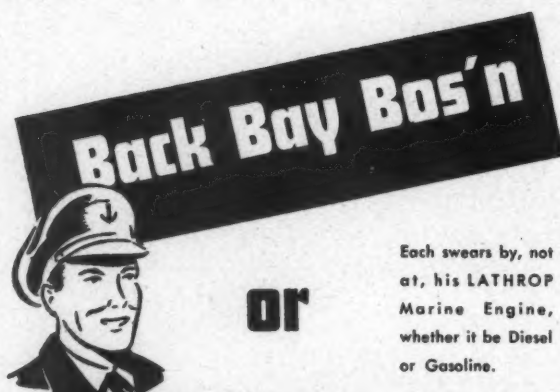
Establishes Cannery at Stumpy Point

A new canning plant is being established in the George Wise fish house at Stumpy Point by C. C. Crockett of Engelhard. Equipment for the plant came from Crockett's Engelhard factory, which is discontinuing operations.

The new plant will can oysters, herring, roe and crab meat, and will employ approximately 30 people.

To Abandon Oyster Demonstration Farm

The North Carolina Department of Conservation and Development has decided to abandon its oyster demonstration farm in the town of Beaufort, set up in 1941 under the direction of Dr. H. F. Prytherch of the Beaufort Fish & Wildlife Service laboratory, who in succeeding years supervised experiments there.



Back Bay Bos'n

or

Each swears by, not
at, his LATHROP
Marine Engine,
whether it be Diesel
or Gasoline.

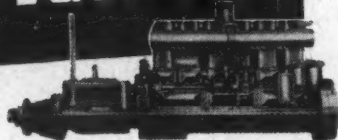
Salt Sea Skipper

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Every LATHROP is backed by a half century's service devoted exclusively to designing and building Marine Internal Combustion Engines. Yacht owners, following the example of fishermen, have favored LATHROP Engines because of easy replacement of parts and their reliable performance. Seafaring men, regardless of their needs, stand by LATHROP Engines because LATHROP Engines stand by them.

The Heart of the Fishing Fleet



Top, officers of Connecticut Fishermen, Inc., newly formed to improve marketing conditions. Left to right: Clifford Hough, business manager; Dennis Cidale, director; John Pont, vice president; Sterling Eyer, Jr., secretary; Walter Schroeter, treasurer; George Berg, director; and Carl Johnson, president. Bottom, George Berg, one of the three licensed auctioneers, on duty during the organization's first auction, January 4.

CAPE COD

Coast Guards Float Line Trawler "Paroga"

Coast Guards from Race Point, Provincetown, manning the station's motor lifeboat, floated the 42' line trawler *Paroga* at high tide on December 26, after the boat had been high and dry on the harbor side of Long Point for several days. The line trawler, owned by Capt. Manuel Zora, had been towed to a mooring in the lee of Long Point December 23 to ride out the southeaster, but when the wind shifted it caused the forward bit to snap, cutting the deck and railing slightly and driving the craft ashore.

Timely action by Coast Guards on the motor lifeboat was credited with the saving of the 40' Provincetown fishing vessel *Bishop 4th* on January 2. The craft, owned by Capt. John Souza, had broken its moorings during the gale winds and seas, and was drifting west toward the breakwater when the lifeboat crewmen were notified. The Coast Guard reached the vessel just as it was going on the rocks, and hauled the craft away before any serious damage could be done.

Eastham Plants Seed Oysters

Maurice W. Wiley, chairman of the Eastham Board of Selectmen, announced recently that 50 bushels of seed oysters have been planted in the Salt Pond River. This area has been closed for the taking of shellfish until further notice.

Lightship Blown from Anchorage

Cape Cod's famed Pollock Rip Lightship, off Chatham, was blown 3.4 miles west of its chartered position on January 2 by heavy gales. Coast Guards said the lightship was not damaged as a result of its forced ride.

HATHAWAY'S

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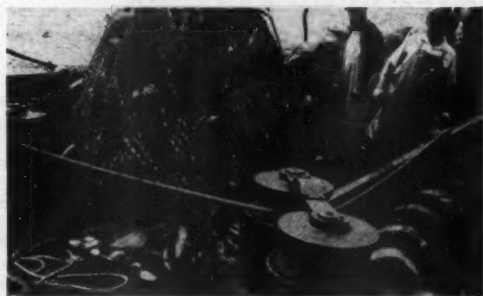
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MUSTAD
Key Brand FISH HOOKS

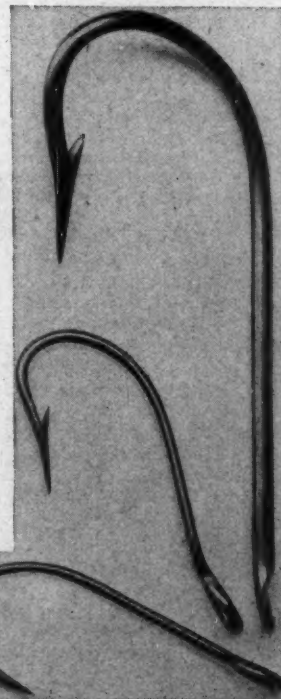
These sturdy, precision-made Norwegian fish hooks will give you a strength, flexibility and ever-lasting sharpness that will help you cut your fishing losses to a minimum. See the many patterns and sizes at your fishing supplies dealer's.

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MEANS MORE FISH"**

STAR FISH & OYSTER CO., INC.



Mr. V. A. Gonzales, President of Star Fish and Oyster Co., Inc., Mobile, Ala., frankly states that Fathometer has increased their catches and made navigation safer "especially during foggy weather when accuracy and quick sounding is essential". In addition, he says "our fishermen give due credit to Fathometer, believing it pays for itself". These results have lead this prominent company to install a Fathometer on every vessel in their fleet.

Whether it's fishing in the Gulf, Great Lakes, Atlantic or Pacific, Fathometer means more fish and better profits. As a navigation aid, it will protect your ships and crews by revealing dangerous reefs and shallows, enable your skippers to find their way to port even in fog and darkness.

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SALES & SERVICE

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Florida Fishermen Prosper From Big Mackerel Run

One of the greatest mackerel runs in several years poured some \$50,000 into the pockets of Collier County fishermen recently. The total catch for one week during the big run was estimated by fish dealers at 400,000 lbs., for which fishermen received prices ranging from 10 to 15c a pound, depending largely on how fast the fish could be moved.

Fish houses all over the County were busy, and loading crews worked around the clock as the fish were put aboard refrigerator trucks for shipment northward. At one time the Combs Fish Co. at Naples was forced to put a limit of 30,000 lbs. on each boat in order to prevent storage congestion and spoilage.

Florida keys fishermen, who also have been making big mackerel catches recently, netted close to 70,000 lbs. of the fish during a three-day period in December.

A few kingfish were reported in the Gulf early in December, although the big run was not expected to get underway until later in the month.

Drawing up Bill for Floating Laboratory

Congressman J. Hardin Peterson of Florida is drawing up a bill appropriating \$1,000,000 for a floating marine laboratory, with shore installations, to be operated in the Gulf, Caribbean and in Atlantic waters off the southeastern States. The laboratory would study and discover the sources of marine blights, including the "red tide" and sponge diseases, which occasionally play havoc with fishing and sponging industries. It also could be used in the extermination of predatory fish, the rehabilitation of overfished grounds and in many other ways.

The Departments of Interior, Agriculture and State have been collecting data at the Congressman's request to show the value of the proposed floating laboratory.

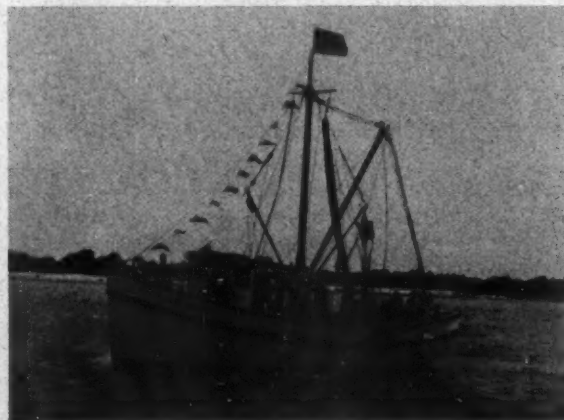
Several Sponge Boats Fishing for Grouper

Ten Tarpon Springs sponge diving boats recently switched to fishing for grouper and other deep-sea fish as the result of a slump in the sponge market. Of the 75 diving boats in operation at this time last year, only an estimated 45 now are harvesting sponges. The others are tied up at docks or have been converted to fishing.

Galtsoff Reports on "Red Tide"

A report on an emergency survey of the recent "red tide" invasion of the Gulf Coast of Florida was submitted on December 21 to Albert M. Day, director of the Fish and Wildlife Service, by chief shellfish biologist Dr. Paul S. Galtsoff, who directed the scientific survey.

In addition to recommending research to discover whether such marine plagues can be predicted and controlled in the fu-



The 30' shrimp boat "Rose Marie" of St. Augustine, Fla. Owned by Angelo Miliello and skippered by Capt. Jake Ingram, she is equipped with a 77 hp. D8800 Caterpillar Diesel with 2:1 Twin Disc reduction, a Columbian propeller, Standard lube oil and Ederer nets.

ture, the report explained that the 1946-47 red tide was caused by the appearance in nearby coastal waters of extraordinary numbers of a microscopic sea creature known to scientists as *Gymnodinium*.

Chemical analysis of water samples from the red tide areas revealed a significant fact—the total phosphorus content was 5 to 10 times as high as ever encountered in uncontaminated ocean water. *Gymnodinium* and related simple forms of marine life are unable to survive, grow, and reproduce without certain chemicals, including phosphorus. Since phosphorus ordinarily is present in very limited quantities in the ocean, it is believed that the unusually high phosphorus concentrations occurring in the Gulf last year might have been responsible for the rapid and uncontrolled multiplication of the tiny sea creatures.

Keller Made a Chrysler Marine Head

Robert T. Keller has been appointed a vice-president of the Marine and Industrial Engine Divisions of Chrysler Corp., Detroit, with the duties of general manager. Joseph A. O'Malley, who has been the active head of these divisions for the last several years, will continue to function as a vice-president to the extent permitted by the increasing demands on him as assistant general sales manager of the Chrysler Automotive Division.

At the age of 35, Keller brings to his new assignment a long and varied experience with Chrysler Corp., covering production, engineering, sales and management. He literally started at the bottom in the forge plant, and during the War became Works Manager of the Chrysler tank arsenal.



Robert T. Keller.

New Caterpillar Representatives

Caterpillar Tractor Co. recently announced the appointment of two new district representatives to replace men who have accepted positions with distributors. They are John G. Findeisen who will cover Georgia and Florida and H. J. Hunkele, Jr. whose territory includes Louisiana and Mississippi.

Findeisen joined Caterpillar in 1936 as a college graduate apprentice engineer trainee and has since held several responsible positions with the Company. Hunkele has been with Caterpillar a year, having come to the firm with a background of 11 years experience in the Diesel field including wartime service as a chief engineer in the Maritime Service.

Caterpillar also has announced the availability of a new publication (Form 10747) "Stalwarts of the Deep" which is devoted mainly to the use of the Company's engines in commercial fishing boats.

Nordberg Names Cahill to Sales Post

The appointment of H. M. Cahill as sales manager of the Small Engine Department has been announced by R. W. Bayerlein, vice-president of the Heavy Machinery Division, Nordberg Manufacturing Co., Milwaukee 7, Wis.

He has had extensive sales engineering experience in the smaller four-cycle Diesel engine field. Prior to joining Nordberg he was assistant to the sales manager of National Supply Co. and also has been associated with The Buda Co.

Cahill will have charge of sales of Nordberg four-cycle 4½", 9" and 13" bore Diesel engines. L. L. Peterson, sales manager of the Large Engine Dept., is responsible for sales of the 16" bore size four-cycle engine and the larger Nordberg two-cycle Diesel engines.



H. M. Cahill

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Did you ever see a corroded Monel fastening? Of course not! Monel withstands the attack of both salt air and salt water. You can always undo Monel screws and bolts easily... they never "freeze" in position. And, they never suffer galvanic corrosion when coupled with brass or bronze.

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Monel contains no element which will be dissolved by salt water and leave a crumbly low-strength metal.

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Monel doesn't rot your wood



When ordinary fastenings rust or corrode, what happens? Water seeps in, corrodes the fastening and rots the surrounding wood. You'll never find rotted wood around a Monel nail or screw.

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Monel is even stronger and tougher than structural steel. Monel fastenings can take plenty of extra stress. And, hard Monel nuts keep their sharp corners under a tight wrench; slotted screw heads keep their slots under the screwdriver.

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Whatever you need in fastenings, you can get in Monel. All types of nails, screws, bolts, rivets, cotter pins, tacks, washers, escutcheon pins, etc., are available in longer-lasting Monel. If you want fastenings that last, think of Monel fastenings first!

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THE INTERNATIONAL NICKEL COMPANY, INC.

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Alabama Has a Reciprocal Agreement With Florida

The States of Alabama and Florida have agreed to enter into a reciprocal shrimping agreement that will permit shrimp boat operators to work unmolested in the waters of either State, as the result of a conference between Conservation Directors Bert E. Thomas of Alabama and J. T. Hurst of Florida.

The written pact is in the process of preparation, and shortly will be presented to Governors James E. Folsom and Millard Caldwell of the respective States for their final approval. Meanwhile, shrimp boat operators are being permitted to operate in the waters of the two States by mutual consent.

Under terms of the agreement, shrimpers from the two States will be permitted to buy non-resident licenses from the neighboring State and operate on the same basis as resident shrimpers. In each case, boat operators must comply with the laws and regulations of the State in whose waters they are working.

Oyster Beds Severely Damaged by Hurricane

Once-bountiful oyster beds in Porterville and Grand Bays, Ala., were made barren of marketable bivalves by the September 19 hurricane, according to a recent survey conducted by Dr. J. B. Engle of the Fish & Wildlife Service, Dr. Allen F. Archer of the University of Alabama Museum of Natural History, and Dr. E. N. Yohn of the State Department of Health, together with Conservation Director Bert Thomas and other members of the Department's staff. Soundings and dredgings made in the area west of Mobile Bay showed that mud and silt killed most of the oysters and made the bottoms undesirable for the planting.

However, oyster beds on the lower eastern side of Mobile Bay escaped unharmed. Dredgings were made at four oyster beds: Little Point Clear reef, Shell Banks reef, Bon Secour reef and Bayou Cour reef. At Little Point Clear reef seed oysters planted in May were found to be maturing with unusual speed.

At the conclusion of the survey dredging, Thomas announced that the Conservation Department plans to erect a building in Bayou La Batre at an expense of \$10,000, to be used in the work of preserving the seafood in Mobile and Baldwin Counties. The building will contain a laboratory, offices and boat houses.

The Department also plans to appoint a chief oyster inspector, who will have biological experience and will be familiar with the water life of the area. He will work in conjunction with a chief enforcement officer.

Mississippi Shipyards Busy

Biloxi, Miss. shipbuilders have been very active recently, including the Covacevich Shipyard, which is now building a 65' x 16' shrimp boat for Gipson Collins of Golden Meadow, La., and a 55' x 16' shrimp.

John Wescovich, foreman of the DeJean Packing Co. shipyard, reported that his firm recently completed two 54' x 16' shrimp boats, the *Sandra Nell* and the *Tommie Ann*. This shipyard also has been doing repair work on the *Carol William* and *Robert Favret*, two shrimp boats damaged in the hurricane.

The Toche Shipyard is building a 53' shrimp boat for the Dubaz Bros. Co., and the Higginbotham Shipyard is constructing two 55' x 16' shrimp boats, costing about \$20,000 each. The latter yard just completed a 68' x 18½' craft, which cost \$25,000, and is the largest shrimper ever built by the firm.

"Gay Louise" Catches Fire, Sinks

H. C. Felts and Pete Gresham were rescued off the coast of Pascagoula, Miss. on December 3 by the Coast Guard after their shrimp boat *Gay Louise* had burned and sunk following an explosion caused by a backfire. The Coast Guard was notified of the disaster by the tug *Boaz*, which came upon the craft after the men had escaped in a small skiff, and extinguished the blaze.

Mavar Has New Cannery

John Mavar of the Mavar Fish & Oyster Co., Biloxi, Miss., has reported that his firm is getting along well in its rebuilding work following the hurricane, and expected to be in its new cannery by the middle of December.



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All Aluminum Open Sport Boat

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22' L. O. A.—7' 8" Beam—22" Draft

Speed in excess of 20 knots with Chrysler Crown engine. Handles beautifully at slow speeds in surf.

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Freeport, Long Island, New York

Boston Takes First Place In 1947 N. E. Landings

According to preliminary estimates by the New England Fish Exchange, Boston took the lead in landings for New England ports in 1947 with approximately a 23% gain over the previous year and 11% over 1945. This put Gloucester out of first place, a position which she has held for several years. Receipts of fresh fish at Boston during the year totalled 201,661,000 lbs., valued at \$14,870,235, an average of \$7.37 per cwt.

This compares with 153,593,709 lbs. at \$13,316,575 or \$8.67 per cwt. for 1946. However, these figures do not represent a normal production as the fleet was tied up for about five months by a strike over the division of trawler earnings. The production for 1947 can, therefore, better be compared with that of 1945 as during that year there were no interruptions in fleet operations. Poundage for 1945 was 179,280,993 valued at \$13,195,081—\$7.36 per cwt.

Preliminary figures for Gloucester show 156,594,300 lbs. landed in 4,024 trips during 1947, a production decrease of 33% from 1946 due mainly to restrictions on redfish catches and a strike. New Bedford landings in 1947 were approximately 73,640,000 lbs., a drop from the previous year of roughly 17 million pounds and from 1945 of about 28 million pounds.

Sargent Named Director of Marine Fisheries

Governor Robert Bradford of Massachusetts on December 24 nominated Francis W. Sargent of Orleans for the post of director of the Division of Marine Fisheries, Department of Conservation, to succeed Ralph H. Osborne, who has taken a post with the U. S. Department of Fisheries in Korea. The nomination was confirmed by the council under suspension of rules.

Sargent has been engaged in the commercial fishing business in Orleans since his discharge from the Army in 1945. He also served as chairman of the Massachusetts Striped Bass Conservation Committee.

"J. B. Junior II" Nets Depth Charge

The Boston dragger *J. B. Junior II*, skippered by Capt. Nicholas Molea of E. Boston, recently netted a British-made depth charge which resembled an ordinary oil drum in size and appearance. The depth charge, which was fished up in the vessel's trawl at a point 9 miles northeast of Boston lightship, was one of a number which had been dumped into the sea after having been rendered harmless, according to officials of the Hingham naval depot.

Diesel Installed in Boston Hooker

A 4 cylinder, 70 hp. Osco-Hercules Diesel sold by Harbor Marine Service, has been installed in the 40' hooker owned by Capt. John Lavasco of Boston.

NEW HAMPSHIRE

Ask Reopening of Coast Guard Station

A petition calling for the immediate reopening of the Appledore Island Coast Guard station at the Isles of Shoals, with adequate personnel, is now being circulated by fishermen of New Hampshire, Maine and Massachusetts as the result of the narrow escape of three Portsmouth fishermen the latter part of December. When completed, the petition will be forwarded to Senator Styles Bridges in Washington, who will bring it to the attention of the commandant of the Coast Guard.

It is the contention of interested parties that the reopening of the Isles of Shoals station will afford better protection to fishermen operating off the New Hampshire coast than the Portsmouth Harbor and Hampton Beach stations can render with their limited personnel.

Sardine Cannery Established at Portsmouth

The Hampshire Foods Co., Inc., a sardine cannery, was established recently at Portsmouth, N. H. Supplies of herring for the concern will be purchased in Charlotte County, N. B. this winter.

PROVINCE OF NOVA SCOTIA

★ NOTICE

FISH BUYERS and OPERATORS of FISH PLANTS and CANNERIES in NOVA SCOTIA will please take notice that the Nova Scotia Fisheries Act has been proclaimed effective the 1st day of January, 1948.

The Act contains the following provisions:

(1) Every person who operates a fish plant (or a cannery in which fish are canned), will require a FISH PLANT LICENSE; (2) Every person who buys or collects fish from fishermen otherwise than for his personal use or for sale only by him at retail will require a PURCHASER'S LICENSE; (3) The annual license fee for each plant or buyer is Two Dollars (\$2.00) payable in advance; (4) The penalty for purchasing fish or operating a fish plant or cannery without a license is One Hundred Dollars (\$100.00 per diem).

The expression "fish plant" means any plant or cannery in which fish are prepared for food and includes cold storage plants which handle fish, fish reduction plants and fish liver oil plants, but does not include an establishment used only by a fisherman to prepare or cure only his own catches of fish or an establishment in which fish are sold, only at retail.

The expression "fish" includes shellfish and crustaceans, also whales, seals, and other marine animals.

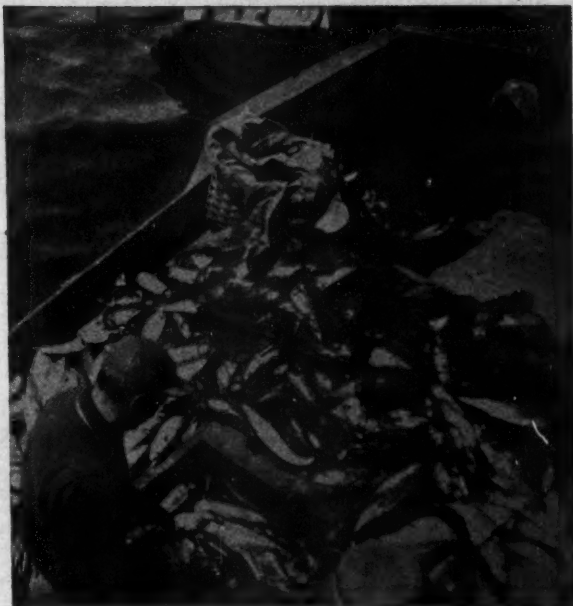
A fish buyer who purchases fish only in the capacity of a salaried agent of a licensed fish plant operator will be issued a license without charge if the fish plant operator applies for a license for him. All other fish buyers, including independent buyers, commission buyers, and buyers representing firms outside of Nova Scotia should apply direct to the address given below and will be required to pay the regular fee.

The holder of a Fish Plant License does not require a Purchaser's License to buy fish.

Forms of application for licenses and copies of the Act and Regulations are available and should be written for at once.

Address all communications in this connection to:

The Fisheries Division
Department of Industry and Publicity
Provincial Building
Halifax, Nova Scotia.



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AGENTS IN EVERY IMPORTANT PORT

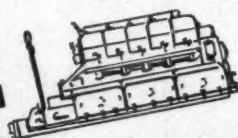
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Too often a good engine, carefully designed to produce maximum horsepower at a minimum of fuel consumption, is handicapped through the use of a poorly designed and indifferently built propeller. The result is excessive operating cost, added wear and tear on the engine and hull caused by the vibration that an inaccurately built wheel is bound to produce.

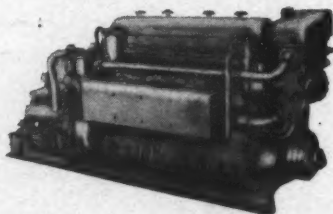
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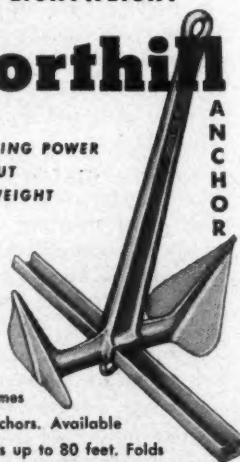


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- 4 UP TO 85% LESS WEIGHT

Scientific design is the answer! A Northill Anchor goes to work at the first pull on the anchor line and buries itself within five feet.

It will break out with a light vertical pull because it can't dig deeper than the upper fluke. You get 5 times the holding power of ordinary anchors. Available in sizes from 6 to 105 lbs. for boats up to 80 feet. Folds for stowage. Get a Northill Anchor for reliable holding power because it's tops on the bottom!



NEW!

NORTHILL SMALL BOAT ANCHOR

Weights less than 3 lbs. Only 12" long. Will hold any boat up to 12' in length. Amazingly low priced at about \$4.85.



NORTHILL COMPANY, INC.
Los Angeles 45, California
Subsidiary of The Garrett Corp.

designed by
Northill

JANU
7
Alice M
Andarte
Angie S
Carolyn
Evelina
Evzone
Lawrence
Mary S
Adele I
Advent
Agda (C
Alice M
Alva (3
Alva (C
Amelia
Americ
Angene
Anna
Annab
Anna G
Anne S
Annie
Ann &
Arnold
Autom
Barbar
Bernice
Bozo (C
Captai
Carl F
Carol J
Carole
Carol
Caroly
Casco
Cather
Charle
Clara
Clifton
Clinton
Connie
Daunt
Doris
Dorot
Dorot
Drift
Ebene
Edith
Elean
Elva
Elva
Elva
Emma
Etta
Eugen
Fairw
Fan &
Fanni
Felici
Five
Fred
Gann
Gertie
Glad
Glori
Gray
Gull
Harv
Haze
Heed
Hele
Hild
Hi V
Hop
Hun
Inva
Irene
Jacin
Jacq
Jane
Jenn
J. F
Joan
John
John
John
Jose
Julia
Junc
Abr
Alp
Ant
Ant
Art
B S
Bob
Can
Cap
Cap

Fish Landings for Month of December

(Hailing fares. Figure after name indicates number of trips.)

PORTLAND

Alice M. Doughty (6)	115,000	Nora D. Sawyer (3)	18,000
Andarte (2)	60,000	Positive (3)	161,000
Angie & Florence (1)	11,000	Richard J. Nunan (2)	59,000
Carolyn & Priscilla (1)	28,000	Serafina II (1)	8,000
Ethelina (5)	79,000	Silver Bay (2)	173,000
Evzone (3)	46,000	Vagabond (1)	73,000
Lawrence Scola (5)	37,100	Willard Daggett (2)	27,000
Mary S. (2)	24,000		

NEW BEDFORD

Adele K. (3)	25,800	Katie D. (2)	68,200
Adventurer (4)	60,300	Kelbaram (3)	20,300
Aida (2)	23,400	Liberty (3)	28,900
Alice May (3)	14,700	Lt. Thomas Minor (4)	19,400
Alva (3)	8,700	Lisboa (3)	22,300
Alwa (1)	8,200	Little Chief (3)	29,600
Amelia (1)	20,600	Lois (2)	5,800
America (3)	24,100	Louis A. Thebaud (2)	29,500
Angenette (2)	4,700	Lucky (1)	12,700
Anna (3)	21,300	Lucy M. (3)	22,300
Annabelle R. (3)	19,800	Mabel Mae (3)	107,900
Anna C. Perry (4)	41,400	Madeline (1)	6,100
Anne Silvia (3)	15,500	Malvina B. (3)	37,300
Annie M. Jackson (2)	20,400	Maria Julia (1)	5,300
Ann & Marie (4)	12,400	Marion M. (2)	15,800
Arnold (2)	22,900	Mary Ann (3)	24,900
Automatic (2)	9,000	Mary E. (4)	15,500
Barbara (2)	22,500	Mary & Joan (2)	72,500
Barracuda (4)	28,700	Mary J. Hayes (2)	72,100
Bernice (3)	19,300	Mayflower (3)	6,500
Bozo (1)	8,800	Mildred & Myra (1)	9,000
Captain Mel (3)	31,800	Min Flicka (3)	21,400
Carl Henry (1)	45,000	Minnie V. (3)	38,400
Carl J. (3)	26,200	Mishauk (1)	10,300
Carol & Dennis (3)	23,100	Molly & Jane (4)	38,700
Carole June (2)	72,600	Nancy S. (2)	6,200
Carolyn & Gary (3)	24,600	Nashawena (3)	29,100
Casco (1)	5,300	Nellie (2)	19,400
Catherine T. (3)	111,000	New England (2)	14,900
Charles E. Beckman (3)	29,800	Noah A. (2)	8,100
Clara T. (2)	6,600	Noreen (3)	95,400
Clifton (3)	18,100	Novelty (3)	10,200
Clinton (3)	25,000	Palmer Island (2)	9,300
Connie F. (3)	59,300	Paulina (3)	60,600
Dauntless (3)	39,700	Papoose (2)	24,000
Doris (3)	7,000	Pauline H. (2)	41,200
Dorothy & Betty (3)	13,700	Penguin (3)	40,300
Dorothy & Mary (3)	60,300	Piquet (3)	19,800
Driftwood (2)	7,500	Phibes-T (1)	4,000
Ebenezer (1)	500	Phyllis J. (3)	8,200
Edith (3)	36,100	Portugal (3)	32,000
Eleanor May (2)	8,600	Princess (4)	42,700
Elva (2)	13,700	Priscilla (1)	6,000
Elva & Estelle (2)	20,400	Pvt. Frank Kessler (3)	21,600
Elva L. Beale (3)	21,700	Prosperity (5)	28,100
Emma Marie (3)	27,900	Quest (2)	17,000
Etta K. (1)	5,000	Rainbow (1)	19,000
Eugene & Rose (2)	25,000	Ranger (1)	5,400
Fairweather (3)	23,900	Rita (3)	28,000
Fan & Mary (1)	8,000	Rose Jarvis (3)	17,900
Fannie Parnell (1)	3,300	Rosemarie (3)	16,700
Felicia (1)	44,300	Rosemarie V. (3)	20,100
Five Sisters (2)	13,200	Rosie II (2)	21,200
Fred Henry (3)	24,700	Russell S. (2)	20,300
Gannet (6)	117,700	St. Anthony (2)	20,000
Gertrude D. (3)	49,300	Sandra & Jean (4)	56,800
Gladys & Mary (3)	132,000	Santina (2)	10,500
Gloria F. (1)	15,200	Serafina (3)	13,300
Grayling (1)	7,200	Sister Alice (1)	6,200
Gull (2)	12,000	S. M. Murtosa (3)	29,900
Harold (3)	20,700	Solveig J. (2)	102,000
Harvest (1)	3,400	Southern Cross (3)	30,400
Hazel S. (3)	37,500	Stanley (1)	4,700
Heedja (3)	19,000	Stanley B. Butler (1)	58,000
Helen Mae (4)	15,000	Susan R. (1)	4,300
Hilda (1)	3,100	Susie O. Carver (4)	41,900
Hi Wal (1)	17,400	Theresa & Jean (2)	75,700
Hope (3)	15,000	Three Pals (2)	9,100
Huntington Sanford (3)	24,200	Tip Top (4)	31,800
Invader (3)	50,900	Trio (3)	27,200
Irene & Walter (3)	22,500	Turtle (2)	15,000
Jacintha (3)	114,600	Two Brothers (3)	32,800
Jacqueline (3)	18,500	Two Brothers (R.L.) (1)	17,800
Janet Elise (1)	1,000	Viking (5)	83,800
Jennie & Julia (2)	20,600	Viking (Chilmark) (1)	4,000
J. Henry Smith (4)	19,800	Wamsutta (2)	28,800
Joan & Ursula (2)	56,500	Wanderer (2)	8,200
John G. Murley (1)	43,500	Wild Duck (4)	155,600
Johnny Ryan (2)	30,200	William B. (2)	15,900
Johnny Boy (1)	16,400	William Chesebrough (3)	29,600
Josephine & Mary (2)	46,300	Winifred M. (4)	29,800
Julia K. (3)	20,900	Yankee II (3)	28,900
Juniaes (2)	56,100		

Scallop Landings (Gallons)

Abram H. (2)	1,150	Carol & Estelle (3)	1,950
Alpar (2)	1,150	Catherine C. (2)	1,600
Antonina (2)	525	Catherine & Mary (2)	1,600
Antonio (2)	1,100	Charlotte M. (1)	300
Arthur L. (2)	1,400	Connecticut (2)	390
B & E (1)	800	Daggy (2)	1,050
Bobby & Harvey (1)	800	Eunice-Lilian (2)	1,000
Camden (2)	1,350	Fairhaven (2)	1,150
Cape Ann (2)	1,000	Flamingo (2)	1,700
Captain I (1)	600	Four Sisters (3)	1,475

Francis J. Manta (1)	600	Palestine (2)	1,200
Gay Head (1)	350	Papoose (1)	650
Growler (2)	1,425	Pearl Harbor (3)	1,600
Irene & Mabel (2)	300	Pelican (2)	1,850
Janet & Jean (2)	1,100	Porpoise (1)	800
Jerry & Jimmy (3)	2,300	Rhode Island (1)	1,000
Kingsfisher (3)	1,400	Richard Lancer (1)	550
Lady Stuart (2)	1,500	Rosalie F. (1)	900
Liboria C. (2)	600	R. W. Griffin, Jr. (1)	675
Linus S. Eldridge (2)	1,600	St. Ann (1)	100
Louise (1)	800	Sea Hawk (2)	530
Lubenray (2)	1,250	Sea Ranger (2)	1,300
Marie & Katherine (2)	1,180	Shannon (1)	50
Mary Canas (3)	1,400	Sister Alice (1)	250
Mary D'Eon (2)	1,250	The Friars (1)	650
Mary J. Landry (2)	275	Ursula M. Norton (2)	1,600
Mary R. Mullins (2)	1,700	Venture I (3)	2,075
Mary Tapper (2)	1,750	Viking (2)	600
Moonlight (2)	1,450	Virginia & Joan (1)	375
Muriel & Russell (1)	250	Whaler (2)	1,625
New Bedford (2)	1,600	Wm. Eldridge (2)	1,500
Newfoundland (2)	1,200	Wm. H. Killigrew (2)	1,110
Olive M. Williams (2)	500	Wm. J. Landry (1)	700

NEW YORK

Amelia (1)	47,500	Mary Ellen (1)	6,400
Charlotte (2)	15,000	Norland (1)	2,200
Felicia (1)	46,000	Reliable (2)	17,500
Gloria F. (1)	20,000	Sunapee (1)	20,000
John G. Murley (1)	54,000	Theresa & Jean (1)	47,000
Katie D. (1)	36,500	Virginia (2)	92,500
Lillian (2)	3,500		

Scallop Landings (Gallons)

Buzz & Billy (1)	800	Norseman (1)	500
Carol Anne (2)	1,850	Peerless (2)	450
Content (1)	100	Rainbow (1)	140
Florence (1)	1,000	Richard Lancer (1)	460
Florence B. (1)	600	S #31 (2)	525
Friendship (2)	640	Venture (2)	330
Gud Kay (2)	425	Victoria (1)	230
Major J. Casey (2)	450	Whaling City (1)	440
Mary (2)	700		

GLOUCESTER

Agnes & Myrnie (18)	66,000	Lorine III (1)	4,000
Alburton (18)	87,000	Magellan (2)	137,000
Alvan T. Fuller (2)	112,000	Manuel F. Roderick (2)	93,000
America (4)	44,500	Manuel P. Domingos (1)	115,000
American Eagle (5)	47,000	Margie & Roy (1)	4,000
Annie & Florence (1)	15,500	Maria Immaculata (3)	27,000
Anthony & Josephine (2)	17,500	Marietta & Mary (1)	2,500
Austin W. (2)	51,500	Marie & Winifred (1)	17,000
Ave Maria (1)	47,500	Marion & Alice (2)	163,500
Ave Maria (Small) (1)	15,000	Mary (1)	6,500
Babe Sears (1)	74,500	Mary F. Curtis (2)	164,500
Barbara C. Angell (2)	220,000	Mary Rose (2)	183,500
Beatrice & Rose (1)	15,000	Mother Ann (2)	295,000
Benjamin C. (1)	203,000	Nancy F. (2)	10,500
B. Estelle Burke (2)	108,000	Naomi Bruce (17)	70,500
Bonaventure (2)	180,000	Naomi Bruce II (16)	62,000
Brookline (1)	143,000	Naomi Bruce III (17)	76,000
Caroline & Mary (2)	195,000	Natale III (3)	42,000
Catherine Amiralet (2)	223,000	Newton (1)	48,000
Chebeague (3)	31,500	North Star (1)	7,500
Cigar Joe (2)	30,500	Nyoda (3)	37,000
Clipper (2)	266,500	Olivia Brown (2)	132,000
Columbia (1)	166,000	Pam Ann (2)	176,500
Conquest (1)	123,000	Pan Trades Andros (1)	75,000
Corinthian (2)	297,000	Paul Howard (2)	190,000
Curlew (1)	117,000	Philip & Grace (1)	125,000
Dartmouth (2)	181,000	Phyllis A. (14)	64,300
Dolphin (Glou.) (2)	207,000	Phyllis & Mary (2)	19,000
Doris F. Amoro (2)	53,500	Pilgrim (2)	224,000
Edith L. Boudreau (2)	97,000	Pollyanna (2)	135,500
Edith & Lillian (1)	90,000	Puritan (1)	54,000
Edna Fae (16)	64,500	Raymonde (1)	64,000
Enterprise (19)	123,500	Redskin (1)	85,000
Evalina M. Goulart (1)	30,000	R. Eugene Ashley (1)	80,000
Evelyn G. Sears (2)	32,000	Rita B. (2)	104,000
Falcon (4)	26,000	Rose and Lucy (4)	41,500
Florence & Lee (1)	160,000	Rosemarie (2)	22,500
Frankie & Rose (3)	24,700	St. Christopher (2)	181,000
Gaetano S. (2)	246,500	St. Nicholas (2)	349,000
G. N. Soffron (1)	40,000	St. Peter (5)	144,000
Golden Eagle (2)	228,000	St. Peter II (1)	73,000
Gov. Al Smith (2)	145,080	St. Rosalie (3)	93,000
Helen M. (1)	19,000	St. Victoria (2)	122,000
Hilda Garston (1)	115,000	Salvatore (1)	30,500
Holy Family (1)	85,000	Salvatore & Grace (1)	7,000
Ida & Joseph (2)	21,500	Sea Hawk (1)	44,000
Immaculate Conception (2)	17,000	Sebastiana C. (1)	11,000
J. B. Junior (1)	5,500	Serafina N. (1)	8,000
J. B. Junior II (1)	18,500	Serafina II (4)	33,200
Jennie & Julia (1)	7,000	Skillogalee (2)	35,000
Jennie & Lucia (2)	79,000	Sylvester Whalen (2)	360,000
Josephine & Margaret (2)	24,000	Theresa M. Boudreau (1)	125,000
Joseph & Lucia (1)	120,000	Theresa R. (1)	95,000
Joseph S. Mattos (2)	92,000	Thos. J. Carroll (2)	163,000
Julie Ann (1)	132,000	Tina B. (1)	75,000
Kingsfisher (1)	175,000	Trimembrall (1)	3,000
Lady of Good Voyage (2)	129,000	Uncle Guy (1)	6,000
Lerecha (2)	162,500	V-E Day (2)	226,000
Linta (3)	32,700	We Three (1)	5,000
Lois T. (16)	81,300	Wind (2)	160,000

Scallop Landings (Gallons)

Bright Star (1)	650
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BOSTON

Acme (4)	7,900	Marietta & Mary (1)	10,200
Addie Mae (4)	5,300	Maristella (2)	139,200
Adventure (1)	70,000	Marjorie (3)	29,600
Agatha & Patricia (4)	94,400	Marjorie Parker (2)	66,300
Albatross (2)	112,600	Marsala (3)	20,500
Alphonso (3)	16,400	Mary (1)	3,900
Amelia (1)	1,500	Mary & Jennie (5)	12,600
Angie & Florence (1)	24,000	M. C. Ballard (2)	141,500
Annie & Josie (7)	10,300	Michael G. (5)	13,100
Anthony & Josephine (1)	12,100	Nancy B. (3)	46,200
Arlington (2)	218,800	Nancy F. (3)	36,200
Atlantic (2)	138,600	Natale III (1)	35,000
Ave Maria (4)	14,200	Neptune (3)	207,500
Bay (2)	159,000	Nina B. (2)	187,600
Billow (2)	137,900	North Star (2)	33,000
Bonnie (3)	345,700	Nova Antonio (1)	48,400
Breaker (3)	270,600	Nyoda (1)	20,200
Breeze (2)	151,200	Ocean (2)	147,500
Calm (2)	150,500	Olympia (3)	50,500
Cambridge (3)	344,200	Olympia La Rosa (3)	55,500
Carmela Maria (Dragger) (3)	39,000	Paolina (3)	8,100
Casco (2)	4,500	Phyllis & Mary (2)	22,800
Catherine B. (Dragger) (3)	49,700	Plymouth (2)	147,500
Catherine B. (L. Tr'ler) (3)	13,500	Princess (4)	15,800
Chas. M. Fauci, Jr. (1)	91,300	Quincy (2)	148,400
Cigar Joe (1)	21,600	Racer (3)	274,500
Cormorant (1)	93,600	Red Jacket (2)	199,200
Crest (3)	277,300	Robert & Edwin (4)	16,000
Delaware (3)	304,000	Roma (4)	4,900
Diana C. (2)	24,000	Ronald & Mary Jane (2)	60,800
Dorchester (2)	167,000	Rosalie D. Morse (3)	241,800
Drift (2)	208,200	Rosemarie (1)	19,800
Eddie & Lulu M. (2)	2,500	Rosemarie M. (2)	180,700
Elizabeth B. (2)	115,900	Rose Mary (3)	12,500
Esther M. (3)	211,300	Rosie (5)	19,200
Estrela (1)	83,600	Rush (2)	171,300
Ethel (2)	1,800	St. Anna (1)	2,200
Familia (2)	20,700	St. George (2)	114,600
Flow (3)	367,900	St. Joseph (Dragger) (4)	91,100
Flying Cloud (2)	231,300	St. Joseph (Line Trawler) (1)	3,000
4-A-608 (2)	1,600	St. Michael (4)	19,100
4-E-885 (3)	5,200	St. Michael Angelo (3)	9,300
4-G-370 (4)	11,300	St. Peter (2)	37,100
4-H-823 (6)	16,000	St. Theresa (3)	7,400
Francesca (1)	7,400	Salvator (1)	36,400
Frances R. (2)	38,600	Salvatore & Grace (1)	13,800
Frankie & Rose (1)	14,200	San Antonio (1)	1,700
Geraldine & Phyllis (2)	107,300	San Calogero (4)	16,100
G. N. Soffron (2)	87,000	Santa Lucia (1)	6,100
Gudrun (3)	211,800	Santa Rita (3)	15,800
Holy Family (1)	42,400	Santina D. (2)	15,100
Ida & Joseph (1)	32,100	Savoit (3)	17,400
Immaculate Conception (2)	23,400	Sea Fox (1)	18,000
J. B. Junior (2)	123,000	Sebastiana C. (2)	65,100
J. B. Junior II (4)	23,200	Sebastiano & Figli (4)	13,700
Jennie & Lucia (1)	14,200	Serafina N. (2)	27,200
Joe D'Ambrosio (3)	15,000	Six Brothers II (3)	7,100
Josephine (1)	3,500	Squall (2)	203,700
Josephine Ess (3)	246,500	Storm (3)	372,400
Josephine F. (4)	11,300	Surf (2)	261,500
Josephine P. II (2)	44,900	Surge (2)	144,700
Josie M. (2)	7,800	Swell (2)	204,300
Julie Ann (1)	134,000	Theresa R. (1)	57,000
Lark (3)	250,300	Thomas D. (2)	100,200
Leonarda (2)	4,200	Thomas Whalen (3)	219,000
Leonard & Nancy (4)	165,800	Tide (2)	126,500
Little Nancy (3)	73,900	Trimembr (1)	11,600
Lorine III (3)	52,900	Two Puls (3)	8,400
Lucky Star (3)	269,000	Uncle Guy (2)	45,900
Lynn (3)	194,000	Venture II (2)	49,000
Maine (2)	107,500	Wave (2)	137,300
Margaret & Marie (3)	26,900	Weymouth (3)	266,000
Margee & Pat II (2)	179,200	Wm. J. O'Brien (3)	256,200
Maria del Soccorso (6)	7,900	Winchester (3)	246,300
Maria Giuseppe (5)	17,100	Winthrop (2)	156,500

Scallop Landings (Gallons)

Bettina (2)

750

Lefebvre Heads Diesel Engine Assn.

Gordon Lefebvre, president of the Cooper-Bessemer Corp., was elected the new president of Diesel Engine Manufacturers Association, at the Association's Annual Meeting, held Dec. 10, in Chicago.

Otto H. Fischer, president of The Union Diesel Engine Co., and L. W. Metzger, vice president of The Baldwin Locomotive Works, were elected new vice presidents.

Robert H. Morse, Jr., vice president and general sales manager of Fairbanks, Morse & Co., was reelected treasurer of the Association and Harvey T. Hill was reappointed executive director.

Elected to serve two years on the Board of Directors were George W. Codrington, vice president of General Motors Corp. and general manager of Cleveland Diesel Engine Div.; E. J. Schwanhauser, vice president of Worthington Pump & Machinery Corp.; A. W. McKinney, vice president of The National Supply Co.; Mr. Morse, and Mr. Metzger.

The following were elected to serve one year on the Board: C. S. Herbert, executive vice president, Enterprise Engine & Foundry Co.; W. E. Corrigan, vice president, American Locomotive Co.; Robert E. Friend, president of Nordberg Manufacturing Co.; Mr. Lefebvre and Mr. Fischer.

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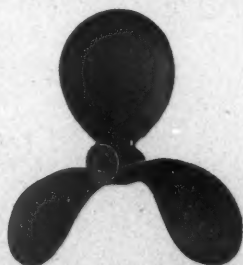
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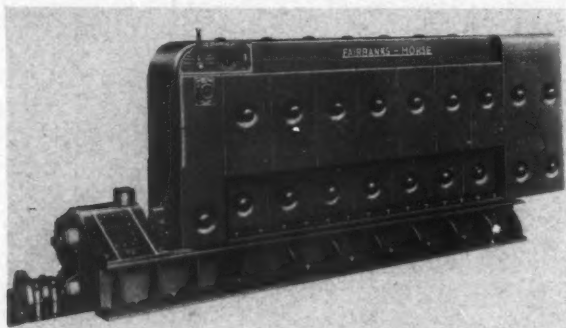
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Equipment and Supply Trade News

Additional information, and copies of catalogs and booklets mentioned, may be obtained on request from the addresses listed in the items or by writing Atlantic Fisherman, Goffstown, N. H.



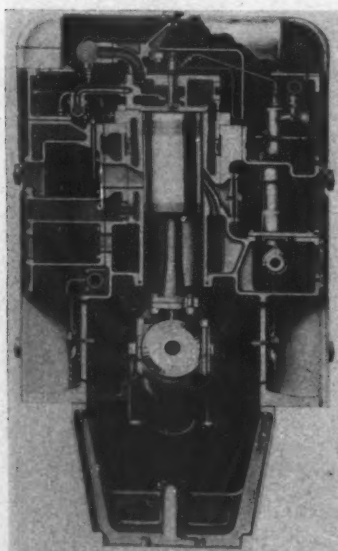
Model 31A6 1/4-M Fairbanks-Morse Diesel with reduction gear.

Fairbanks-Morse Model 31 Diesel

The latest addition to the Fairbanks-Morse line of Diesels is the Model 31, rated 35 hp. at 720 rpm. and 60 hp. at 525 rpm. per cylinder for the 6 1/4" x 9" and the 8 1/2" x 11 1/2" respectively. First produced in 1944, the engines have been thoroughly tested, one of them having been given several seasons of sea service in a floating laboratory. Construction details have been withheld until this time pending availability of adequate production facilities.

A two-cycle engine of en-block design, the entire unit is streamlined and completely enclosed. Both are available as 5, 6, 7 and 8-cylinder power plants with suitable reduction gears, and also are furnished as generating sets in either alternating or direct current.

The cylinder block, which is a single casting, incorporates both crankshaft bearings and cylinder bores in the one piece so that proper alignment between the two is assured. Elimination of the possibility of hidden leaks and contamination of the lubricating oil by the cooling water is accomplished by the fact that there are no cored water or lubricating oil passages in the block. The crankshaft, a one-piece casting dynamically balanced, is assembled in the lower part of the block and is held in place with massive bearing caps fitted between heavy guides.



Model 31 Fairbanks-Morse engine, showing fuel, lube oil, water systems.

One central system of full pressure lubrication is used and a series of conveniently located openings allows plenty of room for inspection and servicing. A special feature is that a separate, one-piece piston pin bracket, securely bolted to the inside of the piston, permits a smooth unbroken external cylindrical wall. The precision type crankpin bearing shells are interchangeable top and bottom as well as with the main bearing shells. No shims or hand fitting are necessary with the bearings. The piston and connecting rod can be withdrawn without disturbing the crankpin bearing.

The engine is equipped with removable cylinder liners which have integrally cast water jackets. All liners are interchangeable and the internal passages between cylinder liner jacket and cylinder head provide uniform cooling. A built-in blower furnishes an abundance of air at the proper pressure to completely burn the full load fuel requirements with a generous overload reserve.

The fuel injection pumps, operated by a camshaft and located adjacent to each cylinder, are connected to the injection nozzles by short, equal lengths of high pressure tubing. A built-in fuel oil pump transfers fuel from the service tank to the injection pump manifold. A simplified injection nozzle with the needle sleeve and seat in one piece, supplies fuel to the cylinder. A primary filter is used in the low pressure fuel line, and each nozzle has its own filter to give further protection.

A novel trans-vision bulletin in color has been issued to show in complete detail the construction features of the Model 31 engine. By turning the transparent pages of the bulletin, the reader can disassemble the entire unit pictorially.

Small Northill Anchor Announced

A new small boat anchor has been announced by Northill Co., Inc., Los Angeles, manufacturers of Northill Lightweight Anchors. It weighs less than three pounds but is claimed to have the holding power of an ordinary 25 lb. anchor. Scientific design makes it dig in and hold on the minute it touches the bottom and allows quick easy stowage aboard. The new anchor is fabricated of heavy gauge steel and hot dipped galvanized, incorporating unusual strength with light weight.



Large and small Northill anchors.

For larger commercial fishing craft, Northill offers the stainless steel folding anchor and the galvanized utility anchors. A 100 lb. utility anchor will secure an 80' boat.

Osco Offers Three New Engines

The 1948 line of gasoline and Diesel engines offered by Osco Motors Corp. includes the familiar Sea Atom and 110 hp. V8. In addition there are three entirely new engines: the 120 cubic inch, 40 hp., 4-cylinder series 440; the 254 cubic inch, 115 hp., 6-cylinder series 610; and the new 337 cubic inch, 150 hp., 3600 rpm., V8 type, series V150. The recently announced 470 and 685 series of Osco-Fisherman Diesels, of heavy design and employing Twin Disc reduction gearing, serve to fill out the engine line.

In the Convo Division, Osco has announced recently redesigned and simplified marine conversion accessories for all Ford engines and Willys and Ford Jeep engines.

Prechtel, Columbian Chicago Manager

George S. Prechtel has been appointed manager of Columbian Rope Company's Chicago office, succeeding Willard M. Parker who has retired following 43 years of continuous service. Mr. Prechtel has been selling Columbian products in the Chicago area since 1938, and his former duties have been taken over by R. Henry Strid. O. H. Tyberg, who heretofore has covered the Michigan, Wisconsin, Indiana and Illinois territory for Columbian, has joined the Company's Chicago office staff and this territory now is being served by Jack Rose who has just completed a training course in the Columbian mills.

MARINE POWER

3 TO 800 H. P.

GASOLINE OR DIESEL

The new 76' Dragger David A. of Rockland, Maine powered with a 265 H. P. Hendy Diesel, Model D-38 MR3. Owned and operated by Capt. Carl Reed of Owl's Head.

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We stock a complete line of Hendy Diesel parts for your convenience. These high quality engines, plus expert service by our thoroughly experienced, factory-trained staff, together with availability of parts, offer a winning combination for your boat. Whether you need new engines, parts, or competent repair service, Westerbeke is equipped to meet your every need.

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Dragger David A.
Rockland, Maine



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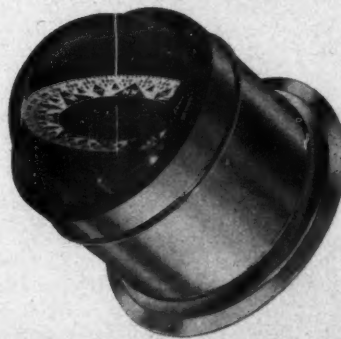
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Maine Reopens Several Clam Producing Areas

Sea and Shore Fisheries Chief Warden Daniel T. Malloy announced on December 31 the reopening of extensive clam producing areas in Castine, on Mt. Desert Island and in Jonesport, following certification of their purity by the Commissioner of Agriculture. Malloy said that Halls Cove and Salisbury Cove on Mt. Desert Island will be open only during the Winter months each year, from November 1 through the following April 30, but that the Castine and Jonesport flats will be open for year-round digging.

Malloy indicated that under the new provisions all of Hatches Cove and all the Bagaduce River in Castine above a line from Hatches Point to the southern shore of Lord's Cove will be open to clambers.

In Halls Cove the flats west of a line from Lookout Point to Canoe Point are open for Winter digging; while in Salisbury Cove the flats south and southwest of a line from the northern ends of the east and west sides of the cove will now be open.

Cross Cove in Jonesport and West Jonesport is the area affected there by the new modifications, Malloy explained, with all the flats south of a line between the Fred Smith factory and Old House Point now being open.

"Jeanne D'Arc" Lost in Union Wharf Fire

Fire which started in the coal pocket of Randall & McAllister on Union Wharf, Portland, resulted in the loss on December 27 of the 82' dragger *Jeanne D'Arc*, owned by F. J. O'Hara Co. The dragger, which sank, first was damaged by flames and then was struck on the stern by a 400-ton crane tower that collapsed.

The crane tower also hit the bow of the 82' O'Hara-owned *Villanova*, causing serious damage. The 45' *Dauntless*, owned by O'Hara, and the 40' *Jack & Andy*, owned by Einar Johnson, suffered water damage. Another vessel, O'Hara's 57' *Queen of Peace*, escaped damage, as did three lobster boats, which were towed out of the area.

To Issue Ruling Permitting Smelting in Warren

Warren smelters were assured by Sea and Shore Fisheries Commissioner Richard E. Reed at a hearing held on December 12 that a new ruling will be issued to permit the taking of smelts in the Georges River in the area within 100 yards of the dam or fishway from the time the ice is out until April 25. A general law, passed by the last session of the Legislature and made effective on August 31 of this year, prohibits fishing in any fishway, or within 100 yards of any fishway, dam or mill race in any of the coastal waters of the State.

The question of Saturday dipping of alewives was brought up at the hearing, and Commissioner Reed stated that a special resolve of 1895 gives Warren the right to dip alewives during the season, every day in the week except Sunday. The resolve applies only to the Georges River.

The hearing was held as the result of a petition filed with Commissioner Reed by Warren's Board of Selectmen, on the request of smelt fishermen of the town.

Riviera Co. to Open Millbridge Plant

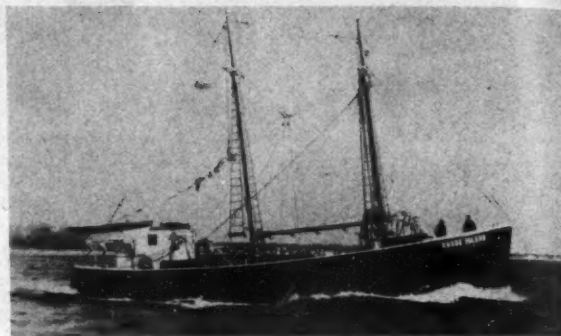
The Riviera Packing Co., Eastport, owned by Arnold Vogl, has acquired the shipyard in Millbridge formerly owned by William Sawyer, and will pack sardines on the property. It was hoped that the new factory would be ready for the start of the 1948 season. Approximately 100 people will be employed at the plant.

The concern recently acquired two new boats, one of which, the *Calumet*, is said to be the largest vessel in the Quoddy sardine fleet.

Latvian style Riga Spratts were being packed in glass jars at the firm's Eastport plant early in January. Later in the month the concern started packing tuna, being the first Maine fish plant to do so commercially.

California Firm to Build Plant at Lubec

The Coast Fishing Co. of Wilmington, Calif. plans to build a modern fish canning plant at Lubec, scheduled to start operations next Spring. The West Coast concern will pack larger herring than are used by Maine sardine canners, thus utilizing a



The 71' dragger "Rhode Island" now owned by Capt. Wm. Howell of Southwest Harbor, Me. She is powered by a 265 hp. Hendy Diesel with 2:1 reduction.

part of the catch that has not had a great merchantable value in the past. It is understood that the new plant will be thoroughly modern, and comparable in size to any of Maine's existing fish canning plants.

Installing Freezing Equipment

General Seafoods Corp., Rockland, is now installing freezing equipment at its Tillson Ave. plant which will allow doubling of the plant's capacity next year, bringing fish purchases to a possible 40 million lbs.

The dragger *Fabia*, with a capacity of 250,000 lbs., has been added to the firm's Rockland fleet.

Movie to Be Made on Sardine Canning

The Maine Sardine Packers Association recently voted up to \$6,000 to make a movie of the sardine canning industry, with the Sea and Shore Fisheries Department providing \$2,000 to supplement the sum provided by the sardine packers. The movie will be a cooperative enterprise, with the Fish and Wildlife Service assisting the Association and the Department.

Large Lobster Taken

Murton Darling and Clifton Morgan of Cundy's Harbor recently caught a 13½-pound lobster in their trawl nets. The lobster was reported to be the largest taken in Maine waters in 21 years, and was between 50 and 60 years of age.

Several Draggars Change Ownership

Several draggars have been sold recently through the ship brokerage office of Knox Marine Exchange, Camden, Me. The 71' *Rhode Island*, owned by Capt. George Thompson of E. Greenwich, R. I., has been sold to Capt. Wm. Howell of Southwest Harbor, Me., and will fish out of Rockland for General Seafoods Corp. Capt. Thompson has bought the 54' *Sandra Fay* from Ralph Simmons of Port Clyde, Me. W. E. Rice of Wickford, R. I., has bought the 48' *Jacquelyn*, formerly owned by Capt. Howell.

The 46' *Dorothy & Betty*, owned by Capt. Elmer Gross of Stonington, Me., has been sold to V. Novo and August Vieira, Jr. of New Bedford. The 51' *H. B. Kishman*, owned by Rudy Dalder, of Freeport, N. Y., has been bought by Richard W. Shevlin of Ocean City, N. J. The 57' *J. L. Stanley & Son*, owned by Stanley Fish Co., Manset, Me., has been purchased by F. W. Savery, Plymouth, Mass.

New Booklet on Maine Fisheries

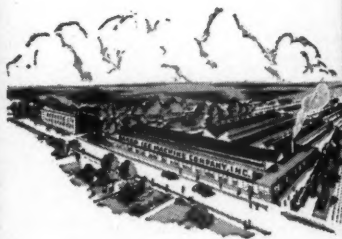
The Maine Sea and Shore Fisheries Department, Augusta, has issued a 24-page, illustrated booklet entitled "Commercial Fisheries of Maine", which was compiled by Robert Dow of the department. It contains graphs on the development of the Maine fishing and lobster industries from the 1880's to the present date, and shows that value of Maine fish landings over a fifty-year period jumped from 4 to 14 million dollars.

The booklet also covers the value and extent of the fish and shellfish industries and gives short biographical sketches of each type of fishing. The publication also includes a list of the Coastal Wardens and their addresses; general basic fisheries law information; license requirements effective January 1, 1948; rights of licenses; a report on landings at Maine ports for the year 1946.



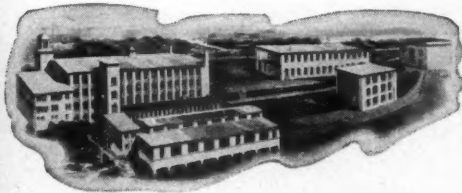
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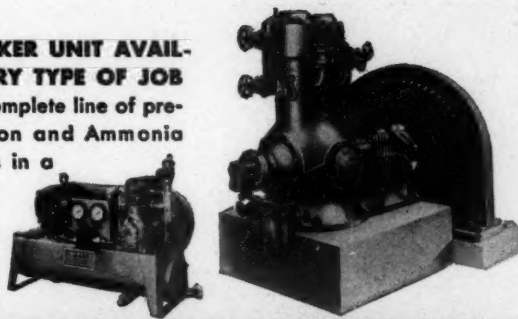


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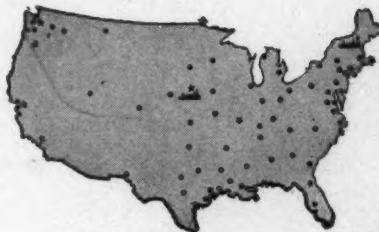
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Photo by Keystone View Co. of N. Y., Inc.

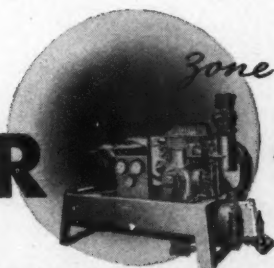
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THE *Ruby Chrystal* is a trim-built oyster dredge, owned by R. A. Billups, of Matthews, Virginia. A "Caterpillar" Diesel D13000 Marine Engine was installed in this craft in 1944 and is still going strong.

Swinging a 42 x 34 wheel through a 2 to 1 reduction gear, the *Ruby Chrystal's* power plant gives her a top speed of 12 miles per hour. More important to the owner is the fact that the engine runs perfectly at low throttle,

which is a prime essential in oyster dredging.

Because of the dependable performance of this first "Caterpillar" Diesel, Mr. Billups has installed a second engine of the same model in a sister boat. He says:

"These engines use much less fuel and lubricating oil than the power plants previously used. I don't see how engines could work any better."

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Marine Engines

Great Lakes Trout Large In Late Spawning Run

Due to the warm weather last Fall, Great Lakes waters were not chilled on schedule and spawning runs were delayed, resulting in an unusual harvest of big lake trout in Lake Superior and a heavy herring run in Saginaw Bay after many nets had been stored away. However, according to Michigan Conservation Department records, the 1947 commercial fishing season was marked by a decline in lake trout production in Lake Michigan which paralleled the lake trout decline of the previous year in Lake Huron. Fishermen are reported to place part of the blame for the decrease in production on the parasitic sea lamprey.

At the same time, the best whitefish catches in years—reminiscent of peak seasons of years ago—were made in northern Lake Michigan and central Lake Huron during 1947. Fishermen claim that there is no connection between the whitefish increase and the trout decline, but note that the whitefish they caught this year spawned when the Great Lakes smelt population was at a low ebb. Planting is not believed responsible for the big whitefish catches, as the number of whitefish stocked in recent years has been insignificant.

The Department reported that commercial fish prices were generally good in 1947, and that in spite of irregular production the number of commercial fishing licenses remained stable at about 1,400.

Green Bay Herring Run Fair

The herring run in northern Green Bay waters during early December was reported as fair by Escanaba, Mich. fishermen. Catches running as high as 5,000 lbs. per lift were taken on Big Bay de Noc, with hauls running about 2,000 lbs. per lift on Little Bay de Noc.

The Dormer Fish Co. in Menominee, Mich. packed 500,000 lbs. of salted herring this season, and froze 100,000 lbs. An average of 10 fishing boats brought in herring each day to the firm. The boats were kept at the mouth of the river due to the formation of ice in the slip where they ordinarily dock.

The annual Marinette, Wis. herring run was over by the middle of December after having lasted for approximately two weeks.

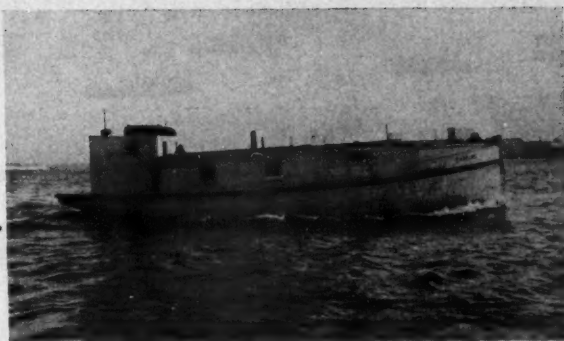
Bayfield, Wis. fishermen made fair catches of herring during the early part of December. The price received by the fishermen was \$75 a ton, reportedly the highest ever known.

"Mermaid" and "Seabird" Collide

The commercial fishing boat *Mermaid*, owned by Julian Nelson of Bayfield, Wis. and skippered by June Thompson, and the steel-hulled *Seabird*, owned by Ernest La Pointe and commanded by Elvis Moe, collided in a dense fog December 9 at a point off Big Bay, Madeline Island. The *Mermaid*, reportedly moving on a NNW course preparatory to lifting nets set in the vicinity, was struck on the port side some 6' aft of the stem, resulting in extensive damage above the waterline. The *Seabird*, which is substantially larger than the wooden-hulled *Mermaid*,



The 55' tug "Grace H" owned by John M. Hanrath, Frankfort, Mich. She is equipped with New Bedford rope and Ederer nets.



The 40' tug "Caroline" of Marinette, Wisc. Owned by Capt. Edward Ellison, she is equipped with a 115 hp. Chrysler Crown, Michigan propeller, Willard batteries, Columbian rope and Ederer nets.

is said to have been operating on compass course approximately due east.

The damaged boat was hauled out at the Halvor Reiten shipyard, where an emergency sheet iron patch was installed to permit the craft to finish out the herring season, after which extensive rebuilding operations will be needed to restore the vessel to proper condition.

Fishermen Marooned on Ice for 19 Hours

Three fishermen from Little Sturgeon, Wis.—Roy Claflin and his sons Aaron and Keith—were rescued at daybreak on December 30 from an ice floe in Green Bay after being marooned there since 10 a.m. the previous day when the floe separated from the rest of the ice in the Bay and began moving toward open water. The fishermen were rescued by George Destry's pound boat, which was skippered by Al Madroche, Little Sturgeon.

The three men were returning from setting nets when they noticed their predicament, but had no way of communicating with shore until dark, when they built a fire. The fire was soon noticed and the Coast Guard was called. Emergency supplies for the fishermen were dropped on the ice floe by a plane.

Fishing Tug "El Roja" Sinks

The 58' fishing tug *El Roja*, which grounded on the shores of Rock Island, Wis. during a heavy fog December 8, sank 4 days later in 50' of water when the Coast Guard cutter *Woodbine* finally succeeded in freeing the vessel. The water came in through holes that were punched in the vessel's stainless steel hull by rocks. Capt. Louis Strahn, St. Ignace, Mich., and the tug's three crew members reached shore safely.

The steam powered boat, built originally by Henry Ford and now owned by Gentile and Portor, Detroit, Mich., will be salvaged.

Lake Erie Danger Zone

The Corps of Engineers, Department of the Army, announced on December 23 that it is setting up a restricted area in Lake Erie for artillery firing, aerial gunnery, bombing and rocket strafing.

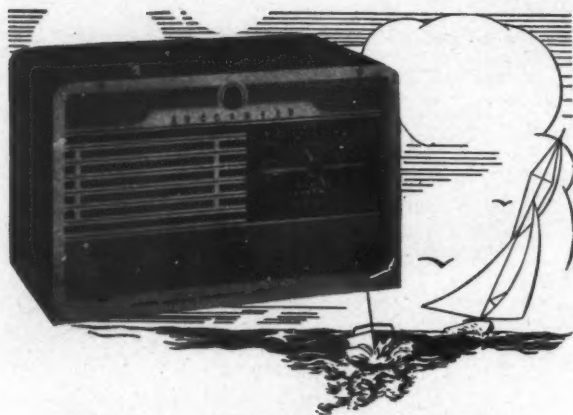
The area is, "that part of Lake Erie within an area extending north from the Erie Ordnance Depot, Lacarne, Ohio, about 17 miles with a maximum width of about 7 miles".

The entire area will be open to the public for fishing and navigation from 5:00 p.m. to 8:00 a.m., throughout the year.

Fishermen desiring to set fixed nets within the area are required in every instance to have a written permit. A fixed net is defined as a pound net, staked gill net or fyke net and all other types of nets fastened by means of poles, stakes, weights, or anchors. Permits to fish may be obtained by written application to the Commanding Officer, Erie Ordnance Depot, Lacarne, Ohio.

Chicago Institute Advertising Fish

The Chicago Fisheries Institute, which recently was formed to promote public interest in fish and seafoods, is running advertisements in Chicago papers urging the use of seafoods in daily menus, noting the numerous varieties available at attractive prices, and the many ways in which they can be prepared. E. M. Concannon of Walker's Fulton Fish Market, Chicago, is chairman of the committee in charge.



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Massachusetts Shellfish Industry Gets Official Attention

Plans for rebuilding the Massachusetts soft-shell clam business were outlined to the Legislature recently by a special commission which has completed a three-year study of the State's shellfish industry. A warning that soft-shell clams gradually are disappearing from the South Shore because propagation has not kept pace with commercial digging was emphasized by the commission, along with several recommendations for action to retard the decline of the shellfish business.

More than \$9,000,000 worth of clams are imported each year into Massachusetts—70% from Maine and 30% from Canada—the commission reported, in suggesting the keeping of accurate records on shellfish production and imports with the objective of reducing imports to a minimum.

The group repeated its proposal for an appropriation of \$100,000 to finance construction of three purification plants to treat clams from moderately polluted areas and for research in new purification techniques.

The commission recommended continued State assistance to cities and towns for the development of their shellfish resources, with the understanding that all shellfish propagation be done under the direction of a skilled biologist and that there be no shellfish propagation with State aid, except in areas first inspected and pronounced suitable by the Department of Conservation. The group also urged the encouragement of private programs for shellfish propagation, similar to that in Barnstable.

Members of the commission are Sen. Richard I. Furbush, Waltham, chairman; Rep. John A. Armstrong, Plymouth, vice chairman; Rep. Francis W. Lindstrom, Cambridge; Rep. James A. O'Brien, Fall River; Ernest W. Barnes, Division of Marine Fisheries; and Arthur D. Weston, chief engineer, Division of Sanitation, Department of Public Health.

A bill which would authorize the director of the Division of Marine Fisheries, Massachusetts Department of Conservation, to enter into contracts with Federal agencies or private institutions "to investigate and study methods for the improvement of the shellfisheries", is among those which have been filed recently by Rep. Henry A. Ellis of Hyannis.

Rep. Ellis said the bill was introduced at the request of Robert L. Jones, Wilton P. Marshall and Marcus H. Howes, all of Barnstable, who signed a petition for it. The measure is understood to have the backing of others among those who recently obtained clam grants on the flats of Barnstable Harbor.

The first draft of a bill which would authorize the Fish & Wildlife Service to undertake a five-year study of soft shell clams in Massachusetts, Maine and New Hampshire, was drawn up at a meeting held at Boston on December 31 in the office of Ralph Osborn, director of the Massachusetts Division of Marine Fisheries. The bill, which has been under consideration for some time, will be introduced at the 80th session of Congress by Congressman Robert Hale of Maine.

If passed, the measure would initiate a five-year study of soft shell clams with "particular reference to the biology, propagation, and methods of cultivation of such clams in the three States". The bill indicates that a sum of \$10,000 would be appropriated annually for five years to the Fish and Wildlife Service for the purposes specified.

Attending the Boston meeting were Commissioner Richard E. Reed of the Maine Department of Sea and Shore Fisheries; Wayne Heydecker, secretary-treasurer of the Atlantic States Marine Fisheries Commission; Congressman Hale; and Director Osborn.

New Generation Joins Tarr & Wonson

Tarr & Wonson, Ltd. of Gloucester, Mass., marine paint manufacturers who for 85 years have followed the tradition of family ownership and management, now have two sons of the late A. Story Wonson busily learning how to keep up the tradition. Arthur Wonson, Jr. is studying the manufacture and merchandising of copper bottom paint at the factory while his brother, Gardiner Kidder Wonson, is combining his studies in paint chemistry with actual experience in plant operation.

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 THE STANDARD FOR FINE MARINE PAINTS
TARR & WONSON, Ltd. GLOUCESTER.
 First Line Protection
 SINCE 1863 MASS.

Texas Northers Hamper Shrimping

Shrimpers on the Texas coast were hampered during December by a series of northers, which made the waters in both the bays and the Gulf too rough for even the larger craft.

Inland bays were closed December 15 for the closed season enforced twice yearly in Texas waters. Bay waters will remain closed, except to bait trawlers, until March 1.

Two Vessels Launched at Rockport

Jackson's Sea Food Co. of Rockport recently launched the 46' shrimp *Bibbs*. Another vessel launched in Rockport recently was the 50' *Mildred G.*, owned by Capt. Grant.

New Engine Installed

Tippett & Tisdale of Aransas Pass have installed a new 165 hp. Gray Diesel in one of their boats to replace a gasoline engine. The boat also has been newly equipped with a Stroudsburg 3-drum hoist and Roebling $\frac{3}{8}$ " cable.

Intracoastal Canal

Completion of the intracoastal canal from Corpus Christi to the Mexican border is the principal goal of the Intracoastal Canal Association for 1948. At the present time all boats going to Brownsville must go by the Gulf route. This frequently prevents smaller boats from going to Port Isabel for the Spring shrimp run due to heavy seas.

Seafood Production Declines

Seafood production on the Texas coast during October was 4,621,936 lbs., as compared to the September catch of 4,897,691 lbs. Landings of the principal species were as follows: red snapper, 138,076 lbs.; grouper, 15,368 lbs.; redfish, 65,524 lbs.; trout, 30,225 lbs.; flounder, 24,357 lbs.; shrimp, 4,266,216 lbs.

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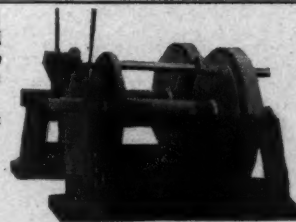
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New Brunswick Report

By C. A. Dixon

New Dragger to Engage in Rosefishing

For the first time in the history of the New Brunswick fisheries, plans have been made for the taking of rosefish on a commercial scale. A new dragger, recently built at Port Greville, N. S. for Frank Wooster of Grand Harbor, Grand Manan, under Government supervision, will engage in this type of fishing on the Grand Manan Banks. The dragger will fish for pollock, cod, hake, and haddock during the Summer, but rosefish will be taken during the Winter. The craft also is said to be ideal for deep-sea scalloping, and will be used for that purpose in the Bay of Fundy.

The vessel will carry 90,000 lbs. of iced rosefish, and the gross earnings on a full trip will amount to from \$3,600 to \$4,500, depending upon the price received. The rosefish taken by the dragger will be marketed in the United States for the present, but later, it is expected that a demand will be developed in Canada for this species.

The dragger, which has a gross tonnage of 37, is modernly equipped, and is powered by a 165 hp. Diesel engine. She was built at a cost of \$25,000, of which \$3,000 was in cash, \$6,000 in the form of a Federal dragger subsidy, and the balance provided by the Fishermen's Loan Board of the province of New Brunswick, to be repaid over a ten-year period. After being tested at Port Greville, the dragger will be on exhibition at St. John, N. B.

H. J. Robichaud, director of fisheries for New Brunswick, recently stated that there is every reason to believe that the new vessel will operate successfully in the Bay of Fundy, and that other vessels of the same type will be built.

Packing Resumes After Christmas Holidays

Following the general closing of the sardine canneries in Maine on December 15, activity in the Quoddy area slowed down to quite an extent, although the Canadian plants kept going until the advent of the Christmas holidays. Packing has been resumed now that the holidays are over, and it is expected that the purse seining fleet from Campobello and Grand Manan will provide enough fish to keep the plants operating all Winter. Most of the seining is being carried on along the mainland shore of Charlotte County, although some fish are being caught at the Wolves Islands and in Grand Manan waters. Fish still are being taken in weirs, but the supply from this source is comparatively small.

Lobstermen Storing Traps for Winter

Southern New Brunswick lobstermen began to lift their traps and store them on the banks and wharves for the Winter the latter part of December, with the exception of those who shifted their gear to offshore grounds, particularly at Grand Manan. The December gales caused considerable damage to traps set in shoal water.

However, the lobstermen had a good season, and production was larger than during the Spring. Lobster prices were fairly high this Fall.

Two Oysters Taken from Weir

The weir owned by the McLellan and Townsend brothers of Welshpool, known as the "Old Maid", produced two mature oysters recently, thus disproving the claim that Quoddy waters are too cold for oyster cultivation. Some years ago a Campobello Summer resident planted oyster spat at three different places along the Campobello shore, one of them being close to the "Old Maid", and the oysters taken in the weir are believed to have come from this spat.

Calder Gets New Fishing Boat

The new 34' fishing boat *Sharon & Doug* was launched recently at the yards of Geo. E. Richardson & Sons, Richardson. The boat, owned by Earle Calder of Fairhaven and named after his two children, is powered by a Ford engine, and equipped with the best in marine accessories. The craft is sturdy, being built along the lines of Nova Scotia models, and will be used for lobstering and in other branches of the fisheries.

Vineyard Bailings

By J. C. Allen

The New Year is just over the skyline as we write up this report and comment in our usual cockeyed fashion. We have passed through a year that has been unusual in many respects, and the wind-up has been just as odd as the rest.

Here in this neck of the ocean we had a Summer that was three-quarters gales, and hotter than most seasons. The swordfish were very scarce, because of the extreme hot weather, and shellfishing, notably bay scalloping, which is a very important industry, paid off probably little better than 50% of what was expected in view of the supply.

Old-timers say that good scallops cannot be expected in a hot, dry Summer. Some of them claim that fresh water is a necessity in order to produce good eyes. In support, they point out that beds located near fresh-water springs produced large scallops this season, while the rest were small.

However this may be, the set of seed was phenomenal, everywhere, and scalloping was restricted somewhat more than usual in most places in order to prevent damage to the seed.

Scientific information, bailed out to us by the strap-tub-fall, states that the Gulf Stream did indeed act up during the Summer months. Eddies, separating themselves from the main current, worked both inshore and off, for miles away from the normal course of the ocean current. This accounts for the deep, blue water, reported inshore by fishermen, and also may account for the presence of butterfish and mackerel, which still were running in this general vicinity as December went to leeward. While the scientists do not believe that these eddies affect the weather to any extent, they do not argue against some possible effect on the mean water temperature.

Scallop Prices High

Getting back to scallops again, the prices have been slightly insane as compared with prewar days. The best price we have noted for large eyes, perhaps not the largest, was 9 bucks a gallon, and almost anything in the way of a button has brought \$6.50.

We talked with some of the scallopers recently and asked them about the yield. Well, they said that a bushel of scallops cut out about two quarts, which would add up to the conclusion that those eyes were about the size of vest-buttons. Six baskets is the limit in one of the towns here, which would mean 3 gallons of scallops at that rate. Three times the going price would add up to \$19.50, which a man could take in a daily limit.

Yellowtails More Plentiful

Of the groundfish, we note two things during the last month which helps the present situation. There have been more yellow-tails, almost everywhere, and there have been some very good trips of haddock. These last were large fish, running very even, and mostly carrying spawn. It stacks up well for the sea-skimmers, but we sometimes wonder how it stacks up for the fish supply to take these breeder fish.

Controversy Over Area Below Low-Water Mark

The men in our gang have been pricking up their ears over a Federal law which reportedly gives the Government jurisdiction over everything below the low-water mark. Some of the brass-bound legal sharks are reported to have said, and for publication, that State and town regulations have little or no standing today in the face of this law. It seems to us that a little of the smudge from this legal mess should be cleared away so a man can tell where he stands.

Prospects for 1948

On the basis of bare mathematics, 1948 should be a better season than the last in many ways. Folks predict, mostly, by looking backwards into the wake, and this is the way we have figured. Shellfish should be better, because the weather should be more suitable. We also believe that some varieties of fish will be better and more numerous because there were any amount of small ones last season.

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The Sounding-Lead*(Continued from page 9)*

Production during 1947 in the British and American zones of Germany approximated half the total prewar average of almost 700,000 tons for all of Germany.

In Canada, the production in 1947 was around 700,000 tons, compared to 500,000 tons prewar.

The 1947-48 supply of world canned fish is estimated by the Food and Agriculture Organization at 515,000 tons, of which some 210,000 tons will be available for export. This does not include data on that status of the USSR pack, and it is not expected that Japan will be able to export canned fish in the coming year.

The figures, in tons, showing available exports of canned fish by countries for 1947-48 (the first figure) as compared with 1946-47 (the second figure) and 1937, are as follows: United States, 64,300, 69,100, 43,200; Canada, 57,800, 59,200, 37,400; Portugal, 27,700, 27,700, 50,000; Norway, 22,700, 15,600, 36,300; Spain, 6,300, 6,400, 8,400; United Kingdom, 3,200, 340, 3,000; and others, 28,000, 23,400, 5,600.

On the whole, the exportable world surplus is 210,000 tons for 1947-48, was 201,740 for 1946-47, and 294,750 for 1937.

FOREIGN RELIEF—Under the interim foreign aid bill which was passed in December, approximately 590 million dollars will be spent. The State Department is prepared to carry through with its purchases of supplies, chief among which is food.

Rough estimates are on the books for canned fish supplies. Since last July about 6,000 tons of fish have been purchased and most of it has been sent to Austria, with smaller quantities going to Greece and Italy. Austria now claims to have more meat available so fish will be diverted to other countries if purchases are made. Tentatively, Italy is scheduled to receive around 10,000 tons of fish between now and June 30, 1948. With the pilchard pack just about nil, the Government probably will consider the purchase of such items as silver hake and herring. Only reasonably priced canned fish can be purchased under the aid program.

The Fish and Wildlife Service, meanwhile, is setting up a small staff, according to M. C. James, assistant director, to aid in directing activities of the Marshall Plan as it affects the fisheries here and abroad. Purchases for foreign needs under the Marshall Plan will have to be screened by Government agencies so that critical materials, vitally needed here, will not be sent to foreign countries. The Fish & Wildlife Service's interest in domestic production will of necessity cause it to watch and approve only the purchase and export of supplies which will not impair the industry in this country.

Seventy thousand tons of Icelandic fish will be shipped to the combined zones of Germany during 1948. An agreement was reached for this purchase in recent discussions at London between representatives of Britain, United States and Iceland.

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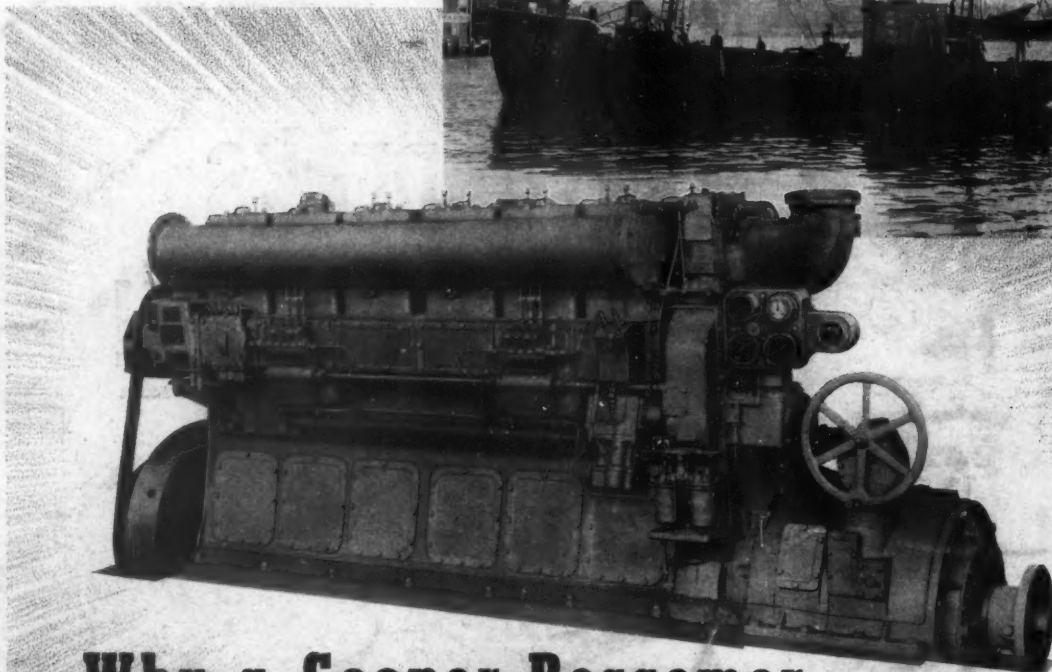
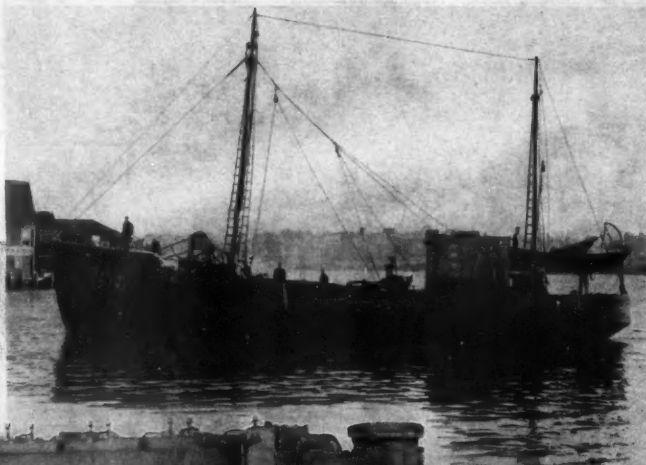
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Right: the Storey-built,
92 ft. "Gaetano S"



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THE original engine in the "Gaetano S" was also a Cooper-Bessemer. Its excellent performance left no question of choice in Captain Joseph Parisi's mind — another Cooper-Bessemer by all means! Moreover, Captain Parisi had previously captained two other Cooper-Bessemer powered draggers, was well experienced with the highliner performance of these modern engines and their downright dependability where it counts the most.

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